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The Hongkong Telegraph

(ESTABLISHED 1891)

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Illustration of a steamship and a building.

REUTER'S TELEGRAMS.

RUSSO-POLISH CONFERENCE.

POLAND'S RIGHTS TO BE RECOGNISED.

London, August 18.
At last the silence at Minsk has been broken by an official Bolshevik report of the proceedings there yesterday. The Conference opened at seven o'clock in the evening with a speech by M. Danilovsky, Chairman of the Russian Delegation, who reviewed the history of Russo-Polish relations and underlined Russia's pacific policy. He emphasised Russia's respect for Poland's independence and her right to determine her own form of Government. He also said Russia must demand from Polish landlords such guarantees against renewed attacks as will not be necessary from the workers and peasants of Poland.

NO U.S. LOAN FOR POLAND.

Washington, August 18.
The State Department has accepted the view of the Treasury that the Government cannot lend money to Poland, as the sum of \$250,000,000 appropriated for loans to friendly European States is available only for operations against enemy States, under which Russia is technically not included.

SPREAD OF SOVIET SYSTEM.

London, August 18.
The Bolshevik claim that the establishment of Soviets is progressing in Eastern Galicia, the new authorities "abolishing landlords, manufacturers, bankers and other exploiters of human labour." All real and personal property is being transferred to the State.

POLES CONTINUE SUCCESSES.

London, August 18.
A Polish communique dated yesterday claims marked new successes. All the Bolshevik attacks on Warsaw have been repelled and a new counter-offensive has begun on the line from Demblin (Ivangorod) to Kock, resulting in the capture of a number of towns. The enemy is retreating in panic from the Vistula in the Plock section.

A FRENCH PROTEST.

Paris, August 18.
The Allied High Commissioner (Sir Reginald Tower) at Dantzig is holding up French ships with munitions to Poland, on the ground that he has insufficient Allied troops to preserve order if further munitions are unloaded. French opinion is protesting on the ground that the Allied doctrine during the war was that neutrals could furnish munitions without abandoning neutrality.

THE PISH CONTINUES.

Paris, August 18.
A message from Warsaw says the Polish counter-offensive, in which French officers including two Generals are participating in the front line, is developing most successfully. The Bolsheviks have been repulsed along the whole northern front.

THE "MESOPOT" UNREST.

NO IMPROVEMENT IN CONDITION.

London, August 18.
The Times correspondent at Teheran says the situation in Mesopotamia is not improving. The line of communication to Persia is completely interrupted. Bakuba, thirty miles from Bagdad, has been looted. It is reported that Colonel Leachman, the well-known Political Officer, has been killed at Felnja and that an attempt has been made to murder the Political Officer at Erbil, fifty miles from Mosul, this indicating a recrudescence of trouble in Kurdistan.

BETTER NEWS.

London, August 18.
Alarming reports having reached London via Paris that the situation in Mesopotamia is growing worse and that the rebels are trying to encircle Bagdad, Reuter learns that the position last week was admittedly serious but more recent reports indicate a general and substantial improvement. Railway communications between Bagdad and Persia, Bagdad and Hillah, and Bagdad and Mosul have been restored.

LEAGUE OF NATIONS.

SCANDINAVIAN AMENDMENTS OF THE COVENANT.

London, August 18.
Four amendments to the League of Nations Covenant have been submitted by Denmark, Norway and Sweden for consideration by the League at Geneva on January 15. One provides for a fixed annual meeting; the second for a special meeting on the demand of ten members of the League; the third makes the obligation to resort to arbitration more absolute and precise; and the fourth permits a State in the vicinity of a blockaded State to maintain a certain degree of intercourse with the latter, if necessary, to prevent the blockaded State from attacking its neighbour.

VOTES FOR WOMEN.

U.S. BILL MADE VALID.

London, August 19.
A message from Nashville (Tennessee) says the House of Representatives has ratified the Women's Suffrage Amendment which the State Senate passed last week. Tennessee being the thirty-sixth State in favour of the measure, this makes the Bill valid which Congress has already passed giving women the Federal vote.

HUNGER-STRIKING MAYOR.

REUTER'S TELEGRAMS.

FRENCH TROOPS ATTACKED.

VIOLENT SCENES IN SILESIA.

Berlin, August 18.
Crowds at Kattowitz in Silesia demonstrating against the Russo-Polish war, attacked French cavalry, killing a trooper. The French replied with machine-guns and grenades, killing nine and wounding 25 rioters. The Police refused to perform duty and the crowd besieged the Police Stations to obtain arms. The French ultimately withdrew from the streets.

LATER.

Subsequent to the sanguinary encounter at Kattowitz, mentioned earlier, people paraded the streets singing "Wacht Am Rhein." They then sent a deputation to the Inter-Allied Commission at Kattowitz at eleven o'clock at night, requesting the disarmament and withdrawal of the occupation troops. The French Colonel emphatically declined and the crowd's anger increased.

At one o'clock in the morning, uninterrupted rifle-fire and hand-grenade explosions were audible. It is reported that a French officer was then addressing the crowd. The *Fassch-Zeitung* says later reports show that the French troops have barricaded all the streets at Kattowitz.

THE OLYMPIC GAMES.

AN ITALIAN VICTORY.

Antwerp, August 18.
The final of the 10,000 metre walk resulted: Frigerio, (Italy), 1; P. Arman (United States); 2; Gunn (Britain); 3. Time 43 min. 61.3 sec. McMaster (South Africa) was fourth.

CANADIAN WINS THE HURDLES.

The final of the hundred-and-ten metres hurdles race resulted: Thomson, (Canada); 1; Barron, (America); 2; Murray (America); 3. Won by a yard and a half. Time: 14.43 sec.

SWEDISH SUCCESSES.

In the final of the Long Jump, Petersen was 1st, Johnson 2nd, and Abrahamson 3rd. All are Swedes. The winner jumped 7 meters 15 centimetres.

NOT WANTED.

BRITISH LABOURITES LEAVE FRANCE.

Paris, August 17.
Mr. Adamson and Mr. Gosling, delegates of the British Labour Council of Action, departed this evening, after a day's sojourn in Paris.

When lunching at a boulevard cafe, the Police Commissary intimated to them that if they did not leave this evening an expulsion order would be issued. The delegates subsequently visited the Interior and Foreign Offices with a view to obtaining permission to prolong their stay, but permission was refused.

LABOUR'S THREAT.

ALLEGED CONSPIRACY AGAINST THE EMPIRE.

Paris, August 18.
The Temps fully agrees with Mr. Lloyd George's frankness against the Council of Action threats. It declares that there exists an international conspiracy not only against the Treaty of Versailles, but against the British Empire, the directors of which are carefully concealing from the workers their real aim, which is a dissolution of the Empire.

AMERICA AND THE LEAGUE.

WAR SECRETARY'S PRONOUNCEMENT.

Columbus (Ohio), August 18.
Mr. Baker, Secretary for War, addressing the Democratic State Convention, spiritedly defended the League of Nations. He declared that there would be no peace or disarmament without Article Ten of the Versailles Treaty, which was America's own invention.

(Other Early and Special Telegrams on Page 2.)

MARINE COURT.

The masters of two cargo boats were charged this morning before Commander C. W. Beckwith, R. N., Marine Magistrate, with disobeying the orders of the Harbour Master by mooring their boats outside of five other boats alongside the s.s. Lake Farmingdale yesterday.

L. S. Carey said that yesterday while on duty in the harbour at 11 a.m. he saw a number of cargo boats lying at a quay in the Central Fairway. He went alongside and counted these cargo boats. The defendants were outside of five.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 10 p.m. yesterday:

Low-pressure areas extending from China Sea to the Pacific, across Northern Luzon and the Balingtang Channel. A real typhoon may develop later.

DAY BY DAY.

The wedding took place at St. Andrew's, Dunbartonshire, on July 16th. Dr. Robert K. S. (Am. alias son of the Hon. Dr.

THE FULL COURT.

APPEAL ON SHIPPING JUDGMENT FAILS.

In the Full Court, comprising the acting Chief Justice (Mr. Justice H. H. J. Gompertz), Mr. Justice Skinner Turner and Mr. Justice J. R. Wood, judgment was given this morning on the appeal by Fong Young-chen against the judgment given by the Chief Justice on June 15th last in the suit brought by Wong Lau-sang and Chan Tso-hing against the appellant. In the original action the respondents sued the appellant for the recovery of \$21,547.60, being damages alleged to have been suffered by reason of the appellant's breach of agreement to take delivery of the s.s. Kung Hong, to be run between Hongkong and San Mi, in the Republic of China.

Mr. W. H. Drummond (instructed by Mr. W. B. Hind) appeared for the appellant, and Mr. F. C. Jenkin and Mr. Eldon Potter for the respondents.

In the course of his judgment the Acting Chief Justice said the first ground of the appeal was that the finding in favour of the respondents in the Court below was against the weight of the evidence. He had listened very carefully to the argument for the appellant but he was unable to alter the findings of fact at which he arrived in the Court below. His Lordship formed a very poor opinion of the appellant's candour when he was in the witness box and had occasion to caution him more than once that unless he would return a straightforward answer to a plain question it was bound to tell against him. The appellant's case on this ground failed. On the ground that fresh evidence had been obtained by the appellant since the date of the judgment, His Lordship commented on the affidavits that had been filed and remarked that the Court asked Mr. Drummond to satisfy them that if admissible this evidence would be in any way conclusive in favour of the appellant. It was put to Mr. Drummond that the attachment of the vessel appeared to be by way of security only, that it appeared that the vessel was released on a bond being given and that in any case she would have been finally released on the payment of a sum of \$17,000. Mr. Drummond admitted that he could put his case no higher than this and was informed that the evidence seemed to the Court in no way conclusive and would not appear to be valid defence. The Court refused to hear Mr. Drummond on the question of ownership, on the ground that it was not covered by his notice of motion. Mr. Drummond then applied for leave to amend his notice of motion. The appellant filed a declaration on August 10, in which he stated that the documents obtained from the Chinese Court afforded conclusive evidence that the ship at all relevant times was not the property of the respondents. This information then was before the appellant's legal advisers for at least a week, yet no application was made to amend until the point had been decided against him. In his Lordship's opinion the application was made too late. On the third ground, that evidence was improperly admitted, his Lordship reviewed the practice of the Court in dealing with Chinese documents and held that this ground also failed. Dealing with the application suggesting that evidence should be taken on the translation of a Chinese document, his Lordship said that in his view it was no more than an application by a party who had failed in the Court below to be allowed to call new evidence which was available to him at the trial but which he did not choose to call. He thought the appeal should be dismissed with costs.

Mr. Justice Skinner Turner also gave a written judgment, being of opinion that the appeal should be dismissed with costs.

Mr. Justice Wood agreed with the other two judges.

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THE "PROFESSOR"

TEN WEEKS TO REACH HOME.

After a voyage of nearly ten weeks, the s.s. Professor has at last arrived in London. Hongkong residents will remember that the Professor left here on June 4th for Home, and it was not until August 15th that the boat actually made her destined Port.

The Professor had a very unenviable reputation for speed when she left, and it was only after a protracted stay in Hongkong, during which time her engines were overhauled, that she was able to complete her first trip out East to Shanghai. She left Hongkong with a large number of local passengers and it is from private cable messages now received that we learn of the eventful trip.

The boat is supposed to be capable of 13.8 knots an hour, but owing to the encountering of a strong south-west monsoon and other causes the speed of the boat was, on some days, not more than three knots per hour. Letters that passengers posted at Port Said have already been delivered here and the story of a most uncomfortable trip is told. There was a danger of fresh food and water giving out, and we gather that the Captain was not infrequently interviewed by irate passengers.

This ex-German ship has at last made London, although it took her exactly 69 days to do the trip.

Mr. L. Jenkins, chief officer, Chibbi, has gone chief officer, Luanyi.

Mr. F. Bignel, chief officer, Wuchang, is deceased.

Mr. T. Hardon, chief officer, Hangsang, has resigned.

Mr. J. Powell, second officer, Hopsang, has gone chief officer, Hangsang.

Mr. E. V. Bishop, second officer, Esang, has gone acting chief officer, Choyang.

Mr. W. Brewer, chief officer, Choyang, is on leave.

Mr. W. H. Buxton has been appointed supernumerary second officer, Esang.

Mr. E. D. L. Jones has been appointed second officer, Kutwo.

Mr. J. Gray, second officer, Kutwo, is on reserve.

Mr. K. M. Evenson, from leave, has gone chief officer Tungwah.

Mr. D. Spatharis, acting chief officer, Tungwah, has gone second officer, same ship.

Mr. M. Dallas, second officer, Kwangchi, has gone second officer, Hsuan.

Captain J. R. Hudson, of the tug Whangpoo, has resigned.

Mr. C. Winthrop has been appointed master, tug Whangpoo.

Mr. A. B. Demas, from leave, has gone third engineer, Feiching.

Mr. T. Roberts, third engineer, Hsuan, has gone second engineer, same ship.

Mr. G. W. Ellis, second officer, Kwangping, has gone chief officer, same ship.

Mr. C. Jones, chief officer, Kwangping, has resigned.

Mr. J. Doyle has been appointed second officer, Kwangping—Shipping and Engineering.

We learn that the road round the island of Hongkong will be again open to traffic tomorrow.

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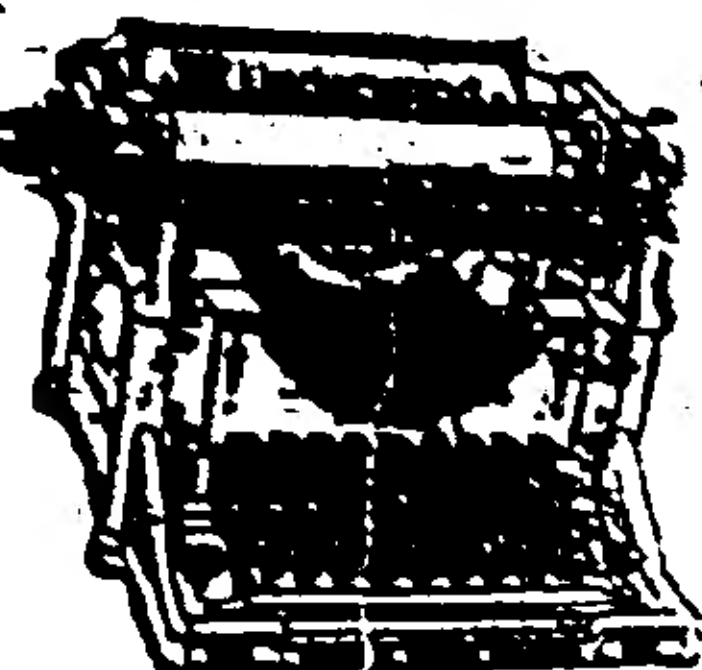
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New Scheme for Children's Early Endowment:—
Principal features: Small Premium, Liberal Surrender Value, No Medical Examination, Return of Premium in the Event of Death, and Numerous Options at the Age of 25.
WRITE FOR PAMPHLET AND FULL PARTICULARS TO
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FRENCH LESSONS.

G. MOUSSION,
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SHIPBUILDING MATERIALS, SHIPCHANDLERS AND
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The Undersigned AGENTS for
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FIRE at Current Rates.
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"KODAKS"
FILMS & SUNDRIES.
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MEE CHEUNG,
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HONGKONG JAPANESE
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Mr. U. SUGA Mrs. A. SUGA
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Complete stock. Best terms.
Immediate delivery.

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GREEN ISLAND CEMENT
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"PORTLAND CEMENT."

In Casks of 575 lbs. net.
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SHEWAN, TOMES & CO.
General Managers.
Hongkong, 16th August, 1914.

THE NEW FRENCH REMEDY
"THERAPION N°1"
"THERAPION N°2"
"THERAPION N°3"
For the cure of all kinds of
rheumatism, neuralgia, sciatica,
migraine, etc. etc. etc.
SHEWAN, TOMES & CO.
General Managers.
Hongkong, 16th August, 1914.

REUTER'S TELEGRAMS.

MEXICO'S NEW GOVERNMENT.

Mexico City, Aug. 17.
The "Excelsior," says the Mexican High Commissioner to the United States has sent a message to the Provisional President that President Wilson will recognize the present Government if the latter agrees to certain terms communicated by Mr. Colly which are stated to include payment of indemnities to the foreigners who suffered during the revolution and abrogation of the confiscatory decrees of the Carranza Government.

Washington, Aug. 18.
With reference to Mexico City's "Excelsior" statement of 17th August the State Department, in an official message, while denying that recognition had been promised the Mexican Government, intimated that more conditions were required by the American Government than those enumerated by "Excelsior." It declared that it is disposed to await developments and see what the stable government of the present Mexican regime is able to establish and how it will perform its international obligations.

HAMBURG-AMERICA LINE.

Washington, Aug. 18.
Mr. Benson, chairman of the Shipping Board, has announced that the Board approved of the arrangement with the Hamburg-America Line for the operation of American ships on ex-German trade routes. It was emphasized that they did not want German money at the American end or any German investment in American companies. The passenger service between the United States and Germany starts within a year, the Americans agreeing to supply ships not exceeding a tonnage of forty thousand. The Hamburg-America Line fixes west-bound freights and the American Company the east-bound freights.

EMPRESS OF CANADA LAUNCHED.

London, Aug. 18.
The s.s. Empress of Canada, to be the largest vessel on the Pacific, has been launched at Govan. Her tonnage is 22,000 tons. She will carry 340 passengers, 930 Asiatic and steerage passengers and 550 of a crew.

THE CRIMEAN FIGHTING.

Constantinople, Aug. 17.
Heavy fighting is proceeding in the Crimea. The Bolsheviks are receiving reinforcements from the Polish front and attacking vigorously, supported by massed aeroplane bombings. General Wrangel is holding his own. Wrangel's raiders crossed the Don and occupied Konstantinovskaya, cutting the Tsaritzin-Ekaterinodar railway and threatening to isolate the Kuban cossacks. French warships in the Black Sea will not improbably lend a hand to Wrangel.

END OF LONGSHOREMEN'S STRIKE.

New York, Aug. 18.
The President of the Longshoremen's Union announces that the longshoremen who have been striking since April have voted to return to work.

FRANCE'S DEBT.

New York, Aug. 17.
M. Parmentier, representing the French Minister of Finance, states that France is paying her share of the Anglo-French loan maturing on 15th October.

PILGRIM FATHERS' TERCENTENARY.

Wellesley, Massachusetts, Aug. 17.
The people of the Cape Cod District have begun a long series of celebrations in honour of the tercentenary of the landing of the Pilgrim Fathers.

SOUTH AMERICAN BUSINESS.

Buenos Aires, Aug. 17.
An agreement has been signed between the Argentine and the United States enabling American commercial travellers to carry on business throughout the whole of the Argentine on payment of a single license.

THE PAPER INDUSTRY.

Quebec, Aug. 17.
British companies in which Lords Rothermere and Northcliffe are interested have assumed ownership of the Gulf Pulp and Paper Company, which has a daily output of 150 tons of dry pulp.

MONEY ORDER SERVICE.

Berlin, Aug. 17.
The Money Order service with the British Colonies and post offices in foreign countries has been resumed.

CAPT. FRYATT'S SHIP SOLD.

London, Aug. 17.
Captain Fryatt's vessel, the Brussels, realised £3,100 on the Baltic Exchange.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

RUBBER SHARES FIRMER.

Singapore, August 19.
Rubber most erratic. The auctions have realised from 140 to 175 cents per lb. up, but fluctuating.

AMERICA'S DEBT TO ENGLAND.

COMMON TRADITIONS.

Dr. Lynn Harold Hough, Th.D., President of North-Western University, writes in the Times American number as follows:—

A collection of poems by that human and poignant singer John Greenleaf Whittier, published in 1863, contains these lines—

O Englishmen—in hope and creed.

In blood and tongue our brothers! We too are heirs of Runnymede: And Shakespeare's fame and Cromwell's deed Are not alone our mothers.

"Thicker than water" in one fill Through centuries of story Our Saxon blood has flowed, and still We share with you its good and ill.

The shadow and the glory.

Joint heirs and kinsfolk, leagues of wave

Nor length of years can part us; Your right is ours to shrine and grave.

The common freehold of the brave, The gift of saints and martyrs.

The truth of the matter is that the tie between America and England is so intimate and strong that it is difficult to find words in which adequately to express it, and yet an American cannot use words at all without expressing it unconsciously.

When we find noble phrases in which to express eager admiration we must find them dripping with centuries of English enthusiasm and built out of words carved through centuries of English experience.

When we seek for hard and biting sentences, quick with the quality of vigorous indignation, we must find our way in the old English speech selecting words which have been the vehicle of England's wrath through many a generation.

The grave and haunting splendour of the Miltonic line has taught us of what organ tones our mother tongue is capable. The restrained and chastened beauty of the poetry of Matthew Arnold has taught us in what marvellous fashion English can be turned into Greek.

Instinctively we assume some things because Shakespeare has written these assumptions into the lives of all English-speaking men. And most of our deepest intuitions have been given to us directly or indirectly through the majestic simplicity of the King James's version of the English Bible.

DEMOCRATIC IDEALS.
Some virile and vigorous actions took place in America during the latter part of the eighteenth century. And it was the clear and masterful thinking of seventeenth century Englishmen which lay back of the assertion of the English colonists of the century which followed. You cannot understand the American Republic without going back to John Locke. That conception of orderly democracy which is the political ideal of America has been increasingly realized in the life of England itself.

The England whose fight of twenty years at last saw the end of the Napoleonic tyranny is a country to which America is deeply indebted. The England whose whole story in the nineteenth century moved in larger and larger orbits of freedom and reform is a land whose inspiration has been of incalculable value to the younger land across the sea.

The England whose Navy has been the most notable police force of democracy in the world has more than once stood between us and our foes. There have been days when we did not realize the danger from which England was protecting us.

It is not easy to speak of the debt which we have come to owe England since 1914. It has been estimated that if the British dead of the vast war which has just closed were to begin at sunrise on some morning to march by a particular spot, in military formation twenty abreast, and marching from sunrise until sunset each day, the end of the tenth day, would have come before the last of that great shadowy army had gone by. If every one of the two million soldiers whom America sent to France had been killed or wounded or incapacitated for service through sickness, and a million more training in American camps had met with similar disability, the total would be 3,000,000 less than the British casualty list. And every day the list grows longer.

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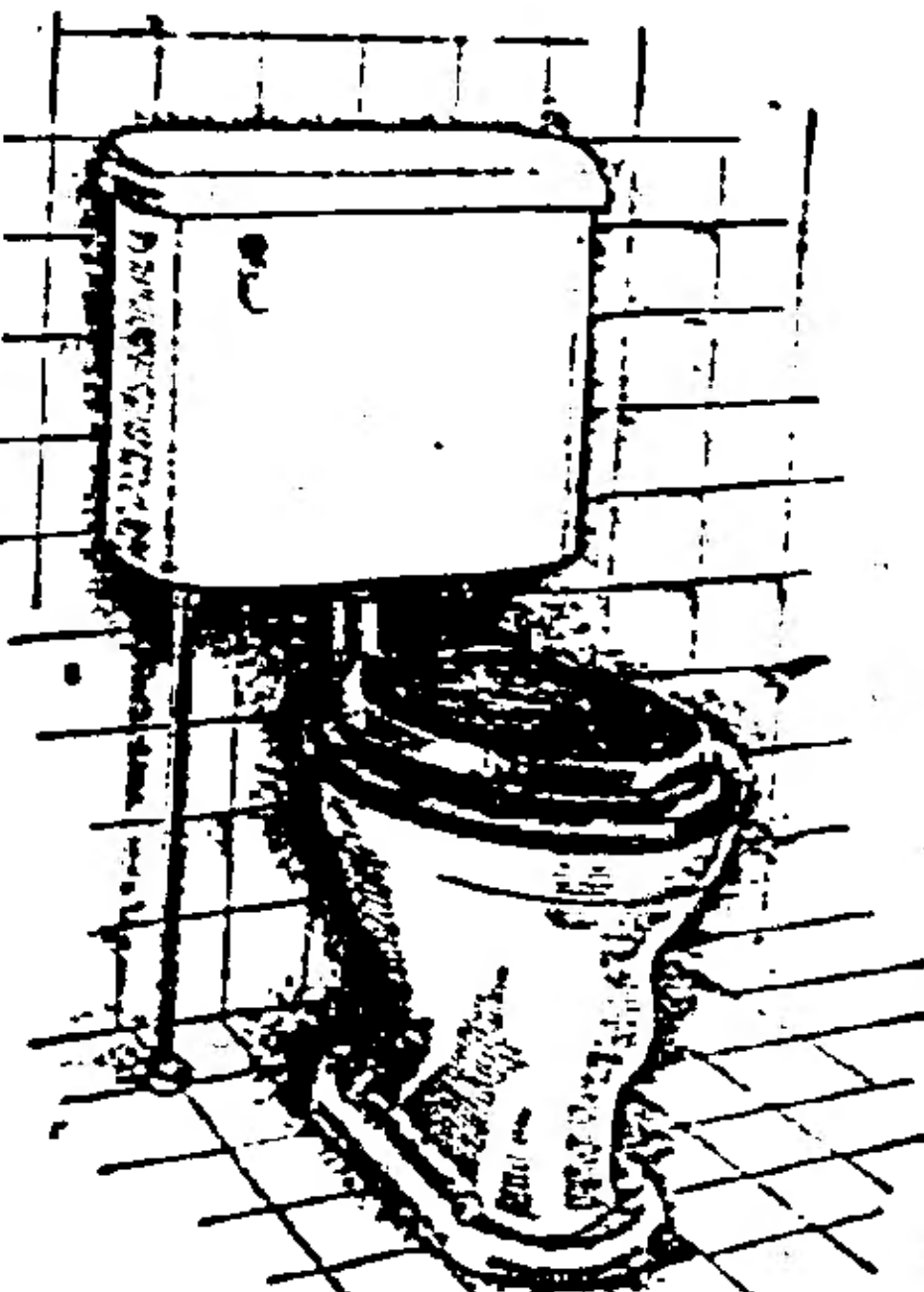
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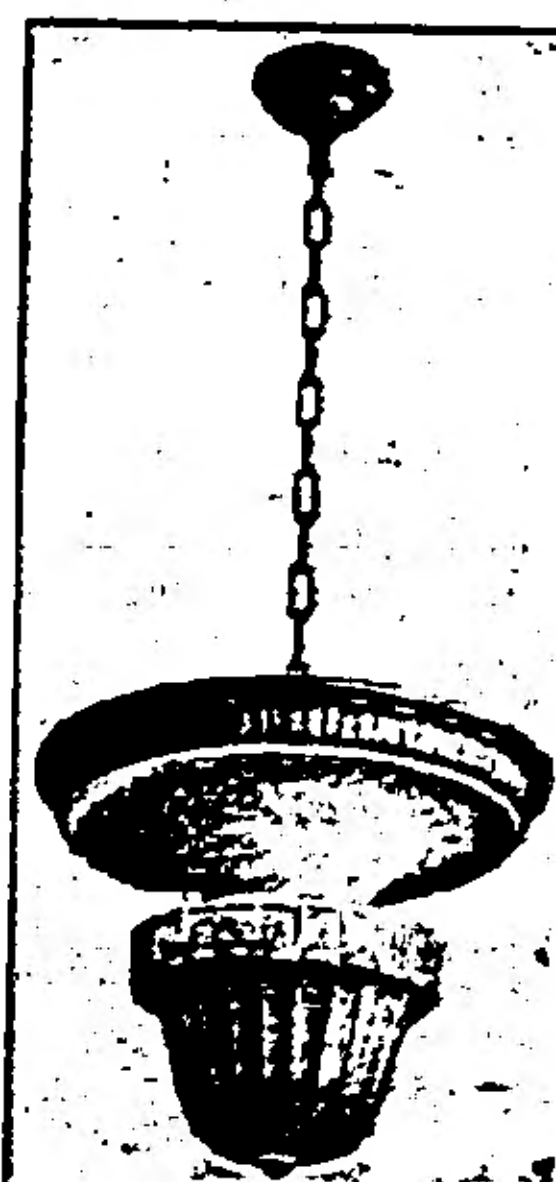
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When you meet him in his club he may have cynical words. If you are ever admitted to his heart you will find there the thing which gives friendship permanent meaning, and the stuff of whose imperishable dreams better days are made.

Many men in America have seen the England within the heart of England and they are not ashamed to say that they have felt like taking off their sandals because they stood on holy ground.

As we try to find our way through these difficult days into the serene time for which we hope we are all looking for guidance. We do not want to follow the Bourbon who learns nothing and forgets nothing. We dare not enter upon that uncharted sea where everything is forgotten and only the new is accepted.

We want to be as conservative as the older good and as radical as the newer insight. And as we try to think of the future which this may be done we are ourselves confronted by the story of English political life for the last hundred years.

THE SECRET OF THE SECRET.

the thing which arrests our attention is this:

In England the new and the old, the radical and the conservative, moving through ways of intense conflict, have after all learned to live together, to supplement each other, and to work an organism of life to which each contributed vital elements, in a fashion not to be paralleled elsewhere in the world. In a sense this is the secret of the British Empire. Some of us are learning to believe that it is the secret of the future life of the world. At least it is a secret which America must learn. And here again England is our teacher.

To be sure America has a life of her own. Sometimes we are a bit self-conscious about it. Sometimes we are rather assertive in regard to it. There is a sturdy vitality in the younger nation which finds its own ways of expression. And much deeper than this there is a conviction that out of our own struggle and experience we must carve the character of our future life. One nation can give much to another. But each nation must discover its own soul.

Each nation must listen to the voice which whispers the secret of its own guide. And then for each its own path must be found. As America moves forward it must learn the secret of the secret.

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THE TWO-WHEELED CAR.

DREAM OF MOTOR-CYCLE
DEVELOPMENT.

Those who have taken more than a superficial interest in the evolution of car and motor-cycle design (says a writer in the *Times*) will remember that a few years back a considerable revolution in fundamental principles was promised because Mr. Brennan's gyroscopically stabilized vehicle publicly demonstrated their practicability. The idea of the single track motor-car made an irresistible appeal to the imaginative mind, and one has no doubt that at that particular time the British Patent Office was kept unusually busy filing specifications of strange new vehicle designs, just as the advent of a novel and comparatively successful automatic carburettor always drives would-be patentees into trying to find other ways towards the same end and also, incidentally, into contributing to the Inland Revenue.

Among the minds which instantly reacted to the Brennan idea was that of Mr. H. G. Wells, who proceeded to picture a Brighton-road deliciously free from anachronistic police traps and alive with single-track gyro cars in an advanced stage of development. For reasons into which it is not necessary here to go the automatically stable two-wheeler does not appear to have received very much notice, and such experiments as have been made have generally proved both expensive and abortive. The problems connected with it can no doubt be solved, but the thing, so far as ordinary motoring is concerned, has never been more than a *tour de force* when materialized, and otherwise an abstract speculation.

Now the motor-cycle, carried, as one may put it, to its "logical conclusion," is a two-wheeled car, and there are, indeed, machines to-day so well suspended and so ambitious in their mechanical elaboration and equipment as to have earned this honoured title. It is, of course, a hyperbole, for no motor-cycle yet put on the market has any right to be called a "car," if the word is to bear the meaning it generally connotes. When we sit in a motor-cycle and not on it, the era of the real "two-wheeled car" will have arrived. Until then the great gulf of difference will exist between the vehicle that is "ridden" and that which is "driven." Those of us who have contrived to love our taste for the strenuous will always prefer to drive rather than to ride, and there are times when, stung by the wind and tired by a long journey, we would do much to exchange the saddle for a leather cushion and the handle-bars for a wheel. In these circumstances we ask ourselves why the two-wheeled car should not be a fit accompaniment, why it should not be possible to enclose machine and rider in a neat little "cigar-shaped" body—as invariably specified for racing cars by motorists—and why one should have to worry about gyroscopes when the mere second nature of turning towards the direction in which one is falling and leaning towards the direction in which one wants to go satisfies all the requirements of stability.

DIFFICULT STABILITY.

It is almost impossible to believe that two-wheeled cars have not been actually tried, and it is quite impossible to resist the prediction that some day they will be available for those who want the maximum of travel comfort with the minimum of running costs. Certain it is that patents innumerable have been taken out, at least one being due to that very practical engineer Mr. A. V. Roe, a pioneer of aviation who has thought much about surface transport and done a good deal to improve it. One is driven to ask what can be the "snag" which hinders development in a direction so promising.

The probability is that there is not one snag, but several, but it is very unlikely that the stability of the machine is one of them. Given a comfortable single-seater body with a wheel at each end, there is no particular difficulty about guaranteeing that, at a reasonable speed, it can be kept upright and steered with precision. What one can do astride of a saddle one can equally do seated on a cushion. The only trouble in connexion with stability occurs when the "reasonable speed" is not available. With the motor-cycle, as with the pedal machine, there comes a point at which ordinary equilibrium is unattainable except by the

DOCTORS AND ALCOHOL.

YOUNGER MEN ADVOCATE
TEMPERANCE.

Members of the British Medical Association attending the conference at Cambridge recently discussed the question of alcohol in relation to efficiency.

Sir G. Sims Woodhead, Professor of Pathology, Cambridge, said recruits to the temperance movement were coming in from the younger men in the hospitals. Men of strong character who had been able to lead those with whom they were associated. Men who were not abstainers had come back from America enthusiastic in the belief that in her "dry" policy America had taken a step which was going to place her very far forward in the international race.

Mr. W. McAdam Eccles, surgeon and lecturer at St. Bartholomew's Hospital, London, said the public were looking to the medical profession to speak with no uncertainty on that question. If alcohol were physiologically unsound they should tell the scientific truth, and pave the way for the will of the nation.

Sir Clifford Allbutt said alcohol when taken intemperately during the war, was distinctly on the side of inefficiency. Alcohol was a disadvantage to mountaineering, as he had experienced, and he had little doubt that applied to the whole of the world of life. During 20 of the hardest years of his life in Leeds he was a total abstainer, and was very much the better for it.

415 PER CENT. PROFIT.

A fine of £75 and costs was imposed by the Liverpool magistrate on William Henry Jackson for selling methylated spirit as a beverage. Two women made three purchases in one day. A police sergeant said that on three ounces of spirit supplied to one woman Jackson made a profit of 415 per cent.

Professional equilibrist, and one of both of the rider's legs are brought into use to help form the requisite tripod. This, very simple manoeuvre cannot be performed unless the performer has perfect freedom, hence, when a two-wheeled car is under consideration it becomes initially clear that, whether or no the machine is to run normally on a pair of wheels, it will certainly require one or more stabilizing wheels in addition to keep it from falling over when it is standing still or going very slowly. The management of such extra wheels presents problems, though they are not perhaps insuperable. The mere fact that a skilful rider, by throwing his weight well to the "off" side, can run a side-car combination with only two wheels on the ground, suggests that the inherent difficulty can be more or less satisfactorily met.

What, then, is the disastrous snag? The writer, whilst claiming to know no more about the matter than the ordinary motor cyclist, is inclined to think that the whole thing revolves about the question of wheel-base. In the existing machine we have a vehicle which is remarkably easy to manoeuvre, largely because its wheels are close together, and this very fact contributes materially to its robust strength. If, instead of sitting over the wheels, one must sit between the wheels, the latter must be placed even farther apart than would be necessary in a four-wheeled machine. In order that the "body" should be clear of the wheels fore and aft a base of at least 5 ft. 6 in. would be necessary, and it might not be possible to get it as low as this. The immense disadvantages of such an unwieldy affair are easily imagined. Shortening of the wheelbase can be effected by seating the passenger higher up, but no advantage is gained thereby, and if this is to be done, one might as well leave the standard motor-cycle as it is.

Except for this one point the two-wheeled car would be even now a practical proposition. The problems associated with its propulsion, both in regard to engines and transmission, have been already solved. The problem of length must, it seems, remain insoluble, for length means weight and weight means cost, and cost means lack of demand, even apart from the disadvantages of unhandiness. No wonder that Captain Gordon, the great exponent of "simple motoring," adopted four wheels for his single-seater run-

TURF CONSPIRACY CASE.

HORSE SAID TO HAVE BEEN
DYED.

The turf conspiracy case was resumed at Bow Street Police Court recently. Two more defendants—Norman Weiz, pearl and diamond dealer, Kensington, and Cyril Lawley motor engineer, Hampstead—were charged in addition to the previous defendants, Peter Christian Barrie, horse dealer and gentleman rider, Hampstead, and Walter Hopkins, horse trainer and dealer, of the Paddocks, Ashted. The case arose out of the alleged substitution of a three-year old horse named Jazz for a two-year-old horse named Coat of Mail in the Facey Plate at Stockton last October, and they were charged with obtaining money by false pretences from Messrs. Weatherby and Sons, agents to the Jockey Club.

While Barrie was out on bail he was re-arrested on a fresh warrant charging him with conspiring with others to obtain money from the same prosecutors with intent to defraud. Hopkins was not concerned in this case and was remanded on the previous charge.

Mr. Gill prosecuting, said the defendants were charged with conspiring to obtain money by false pretences from the stakeholders at Cheltenham races and the owners of horses entered in the Malvern Selling Hurdle Race, and from persons who might be induced to bet with defendants on the race. On December 16 Messrs. Weatherby received a letter from Belsize Lane, Hampstead, signed "Cyril S. Lawley, Lieut. R.E., retired." In this the writer described how he purchased a mare at some army sales at Bristol. He was unable to trace her pedigree, but he wished to enter her in the Malvern Selling Hurdle Race in the name of Silver Badge.

Messrs. Weatherby, having replied to the letter, Lawley called upon them a few days later and gave them the necessary information for the purpose of identifying the horse. The mare was described as aged, brown in colour, and unknown pedigree. Accordingly as Silver Badge the mare was entered for the race, which was to be run on December 29, 1919. On the morning of the race the clerk of the course received a telegram from the owner of Silver Badge giving the colours in which she was running and declaring her weight as 11st. 10lb.

About a quarter of an hour before the race was run, Mr. Gill continued, Barrie was seen to be in possession of a horse, and at the last moment a well-known jockey was engaged to ride it. Barrie gave him instructions for the ride, and the horse went out of the paddock to the starting place.

DYED RACEHORSE.

It won very easily, and in accordance with the terms of the race the mare was put up for auction. She was bought by the defendant Weiz for 510 guineas. One would have thought, said Mr. Gill, that such a valuable animal would soon have been heard of again, but that was its first and last appearance. As a matter of fact there was no such horse as Silver Badge at all, and counsel suggested that the letter of Messrs. Weatherby was concocted by Lawley at the instance of Barrie, part of the conspiracy being that Barrie should pose as an owner and appear on the race-course in that role.

On the day before the race a horse called Shining Mora was removed from Epsom. This horse was taken to Waterloo, where it was received by Barrie. Its coat was first dyed to change the colour and it was then taken to the stables at Cheltenham. On the course Lawley posed as the owner of the horse, and his share of the fraud appears to have been the purchase price of the mare, which he was allowed to keep.

Counsel then went on to suggest that the fraud described was really perpetrated by the defendants in order that they might win large sums from persons with whom they laid bets, and said that evidence would be given in at least two cases that the defendant cleared £1,100 by backing this horse, and no doubt they won large sums from other persons.

After further evidence the defendants were committed. Lawley and Weiz were allowed bail, Barrie was retained, but for the

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LABOUR AND THE DRINK
QUESTION.PUBLIC OWNERSHIP
GROWING IN FAVOUR.

At Scarborough recently the Labour Party had before it the question of the future of the drink trade, and, as reported in the Press, the Conference adopted a resolution, the keynote of which was local option. Eight organizations, four of them trade unions, had tabled resolutions in favour of public ownership and control of the liquor trade. The I.L.P. had submitted an amendment in support of local option as an alternative policy, whilst the Glasgow Trades Council put forward an amendment declaring in favour of Prohibition. The public ownership resolutions were amalgamated to form a composite resolution. The I.L.P. amendment was submitted to the Conference as an independent resolution, and the Glasgow amendment was treated as an amendment to the public ownership resolution.

The Prohibitionist amendment, on which the first vote was taken, was heavily defeated by 2,605,000 to 472,000 votes. The public ownership resolution was then put to the Conference and was defeated by a narrow majority, 1,352,000 being cast in favour of it and 1,672,000 against it. The vote on the I.L.P. resolution resulted in a victory for the I.L.P. There were recorded in support of it 2,003,000 votes and against it 623,000 votes.

It is common knowledge that the determining factor in the defeat of the public ownership resolution was the decision of the Miners' Federation of Great Britain to cast the whole of their 600,000 votes against it. It is also common knowledge that within the Miners' Federation there was a considerable body of opinion in sympathy with State purchase. If the representatives of this section had been able to record their votes in support of the public ownership resolution, the result would have been different. Clearly, the miners who carried a fifth of the total voting power at the Conference exercised a very considerable influence upon the results of the card votes taken on the drink resolution.

The public ownership resolution was, in fact, defeated by a combination of irresconcilably opposed schools of thought. The strongest of Prohibition, and the strongest of public ownership, both voted against it. It is both curious and instructive to see that the public ownership resolution was carried by a larger majority than that by which public ownership and control was defeated. It will also be observed that the total vote on it was less than the total vote cast on the State purchase resolution. What happened was that many delegates who supported public ownership also approved of the policy of local option, and voted for the I.L.P. resolution, whilst a number abstained from voting altogether.

It is to be remembered also that the debate on the resolutions came on later than was arranged, and the subject was not thoroughly discussed. It is, of course, a matter of opinion whether a longer debate would have altered the decision reached by the card vote. But it is not unreasonable to suppose that had such prominent supporters of public ownership as Mr. Clynes, Mr. Lansbury and Mr. Cramp been able to address the Conference, their views would not have been without influence upon the delegates.

The I.L.P. resolution was carried by a larger majority than that by which public ownership and control was defeated. It will also be observed that the total vote on it was less than the total vote cast on the State purchase resolution. What happened was that many delegates who supported public ownership also approved of the policy of local option, and voted for the I.L.P. resolution, whilst a number abstained from voting altogether.

The results of the votes on the resolutions and amendments concerned with the liquor traffic reveal an undeniable division of opinion in the Labour Party on the drink question. The I.L.P. at its last Conference declared itself in favour of prohibition. Its resolution at the Labour Party Conference at Scarborough was concerned with local option, and accepted as a possible alternative municipal ownership. Whilst the I.L.P. could obtain little backing for prohibition, it was able to obtain supporters for local option. This latter policy is supported by both supporters and opponents of public ownership. There is a section of the Party favourable to a return to the status quo and the abolition of war-time restrictions, but it is undoubtedly true that amongst the rank and file of organized workers the general consensus of opinion is in favour of public ownership, and even in the I.L.P. there is a strong section, and in many branches a majority of members, who also endorse this policy. The only people who can be said to have fallen from the influence of the

P. AND O. BANKING CORPORATION, LTD.

LORD INCHCAPE'S STATEMENT.

The Statutory Meeting of the members of the P. and O. Banking Corporation, Limited, was held on July 8 at the registered office, 122, Leadenhall Street, E.C.

The Secretary (Mr. H. J. Rolt) read the notice convening the meeting.

The Right Hon. Lord Inchcape, G.C.M.G., K.C.S.I., K.C.I.E., the chairman, presided, and said:—Gentlemen, I am very glad to meet you to-day at the first meeting of the P. and O. Banking Corporation, Limited. The report has been in your hands for some days, and if it is your wish, we will take it as read. Do you agree to that? (Cries of "Agreed.") As you are aware, the issued capital of the corporation is £2,500,000. A certain amount was payable on allotment, and that has been practically all paid. The remainder was payable on July 1, and that, too, has been practically all paid up. I think of the total of £2,500,000 only some £40,000 is outstanding. Some people are out of town, some are abroad, and it may be that some do not like the Bank rate of 7 per cent., but those who have not paid their calls will be charged that rate until they pay. However, that is a very small matter.

Well, we have begun business. Premises, very nice premises, have been secured in the P. and O. offices in Leadenhall Street, and all our friends have rallied round us. Already we have a very satisfactory number of accounts. We are open to do business in a quiet and unobtrusive way, and I have no doubt that as time goes on we shall have lots to do. We have secured a very efficient staff. Mr. Rolt, who is our secretary, I have known for a great many years, and I have complete confidence in his ability and also in his zeal. Mr. Mackenzie is our managing director, and we have a board of quiet, unobtrusive, business men. I think we shall be able to carry on, and that in the course of a short time, without doing anybody any harm, we shall have a reasonably good business to report to you. We intend to open branches, so soon as we can get the staff together, in Calcutta, Bombay, Madras, and Karachi, and elsewhere. We have written to our friends there to endeavour to arrange staffs that will be capable of looking after our interests. So far we have done a good deal of business one way and another, and I do not think, up to the present, we have lost any money.

The board have decided that the first financial year of the corporation shall end on September 30, 1921. That will embrace a period of 12 months only, but of about 15 months. We thought it would be better to carry on for 15 months, because we have really only begun operations within the last fortnight.

Now, gentlemen, it was in January of this year that we decided to start the P. and O. Banking Corporation, Limited. The prospectus was prepared, the directors were there all ready to take up their duties, and there could be no question about securing the capital. But the Chancellor of the Exchequer asked those who intended to postpone doing so until he could get his Exchequer Bonds out of the way. We at once fell in with his proposal, and we announced in *The Times* that we had decided to put off the issue of this corporation till about April. In the meantime the stamp duty on new issues was proposed, in the financial resolution, to be increased from 5s. per cent. to 20s. per cent. That resolution, of course, holds the field, unless it is upset by the Finance Bill. I wrote to the Chancellor of the Exchequer, and said I thought it was very hard that the P. and O. Banking Corporation should be saddled with 20s. per cent. on its capital instead of 5s. per cent., which was all we should have had to pay if the issue had been made, as originally intended, in the month of January. He wrote back a very sympathetic reply, but

CANADIAN PACIFIC OCEAN SERVICES, LIMITED.

FOR VICTORIA AND VANCOUVER, B.C. VIA SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

S. S. "METHVEN"

WILL BE DESPATCHED FROM HONGKONG ON OR ABOUT THE 31st AUGUST.

Through Bills of Lading issued to Canadian and U. S. Overland points.

For space and further particulars, apply to:—

P. A. COX,
Acting General Agent,
C. P. O. S. Ltd.

SKIPPER'S SUICIDE.

BY DRINKING LAUDANUM.

The China Coast Officers' Guild has received details of the Inquiry into the death of Captain A. E. Inwood of the s.s. Hongkong which state that he died on June 18 close to Wansien, in the district of H. M. Consul at Chungking, on the upward journey to that place.

As there is no resident Consul at Wansien and no British gunboat was present, no formal inquiry was possible. An inquiry into the death was, however, held by the Commander of the U. S. Monocacy, then in port, assisted by his Medical Officer, the Commissioner of Customs and four other foreigners who came to the conclusion that Captain Inwood's death was due to "Suicide by drinking laudanum whilst temporarily of an unsound mind."

H.M.S. Widgeon reached the port two days later. Commander Jukes Hughes, R.N., repeated the Inquiry and informed H.M. Consul at Chungking that he was in full agreement that the cause of death was due to deceased having drunk laudanum whilst temporarily insane and that he was convinced there was no question of foul play.

As he was afraid it would be very difficult to help us in the matter. However, I am still in hopes that the Finance Bill, when it comes up for consideration, will make provision for favourable treatment of those who, at the request of the Chancellor of the Exchequer, deferred their issues. If we are saddled with this additional 15s. per cent. it will mean, on our total authorized capital of £5,000,000, something like £37,500 which this corporation will have to contribute to revenue for the next year.

I think we are in an extremely happy position in regard to all our friends, the other banks. We are associated with and have the benefit of the experience of banks of standing with whom we are co-operating to our mutual advantage. They are all benefiting considerably by the P. and O. Banking Corporation having very large credit balances left with them, and I think everything will go happily. I do not know that I can add anything further, but I shall be pleased to answer any questions you may wish to ask me. I now move the adoption of the statutory report.

Sir Richard V. Nassar-Smith, Bt., formally seconded the motion, and, in the absence of questions, it was at once put to the meeting and unanimously agreed to.

The Chairman.—That concludes the business, gentlemen. I hope when we meet again, probably in about 15 months' time, we may be able to present you with a report which, though it

"THE QUANTS."

AS GOOD AS EVER.

A most enjoyable evening was spent at the Theatre Royal last night when that clever and refined band of entertainers "The Quants" opened their farrowel season in the Colony with a pot-pourri of delightful songs and variety in bits. Of special interest to the audience was the delightful work of Mr. R. B. Salisbury who made a big hit with his quaint characterization of the foibles of mammy's child, a silly member of an audience, and a delirious old country bumpkin. Mr. Salisbury is univalued in his particular sphere and the applause which greeted his efforts was hearty and unstinted. Vocal items rendered in the happy way which "The Quants" did could never be boring. They enhanced the brightness of a programme which was carried out by one and all without a hitch. Mr. Graham Doncaster, who has a splendid bass voice, made an instantaneous appeal in the several numbers that he contributed, whilst for a danceuse who moves with airy grace and sprightliness, Miss Ella Cameron would be hard to beat. The farewell performance will be given to night.

H. M. S. MINOTAUR.

SOLD OUT OF NAVY.

The armoured cruiser Minotaur, which has just been sold out of the Navy, spent the greater part of her commissioned career on the China Station. One of three sisters, she was built at Devonport in 1905-6, the others being the ill-fated Defence, which was sunk at the Battle of Jutland—she simply dissolved under the German gunfire—and the third the Shannon. In January, 1910, the Minotaur was commissioned for service on the China Station, as flagship to Vice-Admiral Sir A. L. Winstone, the then Commander-in-Chief, Captain G. G. Cayley brought her out to Hongkong. She was re-commissioned for the same service in May, 1912 at Colombo, and again in January, 1913, Captain Kiddle commissioned her on the Station to carry the flag of Vice-Admiral Sir Thomas H. M. Jerram, who was Commander-in-Chief when the war broke out. Shortly after the declaration of hostilities the Minotaur returned home, and, after varying service fought her last fight under Beatty in the Battle of Jutland, she forming one of the Second Battle Squadron. On this occasion the Minotaur gave a good account of herself.

may not recommend the payment of a big dividend, will, at any rate, I hope, be fairly satisfactory. The proceedings then terminated.

G. R. NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 23rd day of August, 1920, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shauiwan, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Contents in Acres	Area in Acres	Area in Sq. Yds.
1	Shauiwan	100 feet by 100 feet	1.00	1.00	10,000
2	Shauiwan	100 feet by 100 feet	1.00	1.00	10,000
3	Shauiwan	100 feet by 100 feet	1.00	1.00	10,000
4	Shauiwan	100 feet by 100 feet	1.00	1.00	10,000
5	Shauiwan	100 feet by 100 feet	1.00	1.00	10,000

G. R. NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 23rd day of August, 1920, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Barker Road, The Peak, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Contents in Acres	Area in Acres	Area in Sq. Yds.
1	Barker Road	100 feet by 100 feet	1.00	1.00	10,000
2	Barker Road	100 feet by 100 feet	1.00	1.00	10,000
3	Barker Road	100 feet by 100 feet	1.00	1.00	10,000
4	Barker Road	100 feet by 100 feet	1.00	1.00	10,000
5	Barker Road	100 feet by 100 feet	1.00	1.00	10,000

G. R. NOTICE.

The General Agents and Consulting Committee have this day declared an Interim Dividend of \$15 per share, payable to Shareholders on the Register on the 14th August 1920. Dividend Warrants will be payable on the 21st August 1920.

The Transfer Books of the Company will be closed from the 14th to 21st August 1920, both days inclusive.

JARDINE MATH SON & CO. LTD., General Agents, CHINA SUGAR REFINING CO. LTD.

Hongkong, 10th August, 1920.

G. R. NOTICE.

THE HONGKONG ROPE MANUFACTURING CO. LTD.

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1.) per share for account 1920 will be payable on WEDNESDAY the 25th August 1920. Shareholders are requested to apply for Dividend Warrants at the Company's Office, St. George's Building, Hongkong.

The TRANSFER BOOKS of the Company will be closed from Saturday 21st August 1920 to Wednesday the 25th August 1920 both days inclusive.

SHEWAN TOMES & CO. General Managers. Hongkong, 10th August, 1920.

NEW ADVERTISEMENTS.

THEATRE ROYAL.

TO-NIGHT TO-NIGHT

LAST PERFORMANCE OF The original and distinguished Company of London Artists.

THE QUANTS. THE QUANTS. THE QUANTS.

including the eminent comedian R. B. Salisbury.

Booking at MOUTRIE'S.

QUEEN'S DISPENSARY.

NOTICE.

We beg to announce that on August 29th, the Queen's Dispensary will be removed to ST. GEORGE'S BUILDINGS.

(OPPOSITE STAR FERRY).

HARPER AND CO. LTD.

THE NETHERLANDS TRADING SOCIETY.

(NEDERLANDSCHE HANDEL-MAATSCHAPPIJ)

Capital fully paid F 80,000,000. (F 66,666,666.-)

Reserves F 42,513,284. (F 34,277,474.-)

Head Office at Amsterdam.

Beg to announce that on the 1st October next, a branch will be opened at Calcutta (Br. India)

CANTON.

Messrs. Alex Ross & Co. beg to announce that on the 28th inst. they will establish a Branch Office of their Machinery and Motor Business in Canton, at the following address:—

ALEX ROSS & CO. Mission Buildings, Chinese Bund, Hongkong, 17th August, 1920.

NOTICE.

THE HONGKONG TUTORIAL & EDUCATIONAL INSTITUTE

43, Bonham Road.

Opposite the University.

Tel. No. 732. P.O. Box. 593.

Principal JOHN P. JONES, B.Sc., M.E. Min.

The Institute affords Special Preparation (Class and Private, Day and Evening, Oral and Correspondence) for University Matriculation and Degree Examinations.

New Session has now commenced. Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French, for Hongkong University July Examinations.

Private tuition can also be had in these subjects.

Prospectus on application.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES.

REPLIES AWAIT BOX No. 1—

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Saturday the 21st. Aug., 1920.

Commencing at 11 a.m.

at their Sales Rooms, Duddell Street.

One 7 x 9 Dodge Crusher complete with driving pulley & fitted with cast steel jaws.

On view: Now

Terms:—Cash on delivery.

LAMBERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 27th August 1920.

commencing at 12 o'clock (noon)

(for account of the concerned)

at their Sales Rooms, Duddell Street.

Salved from the s.s. "Chiyo Maru"

3 Boilers

dimension—

length 11 1/2

diameter 16 1/2

weight about 35 tons

now lying at the Taikoo Dockyard

Order for inspection may be had on application to undersigned.

LAMBERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 27th August, 1920.

at 12 o'clock (noon)

at their Sales Rooms, Duddell Street.

(for account of the concerned)

The Wreck of the

S.S. "CHIYO MARU"

as she now lies off the Lema Islands

Terms: Cash on fall of hammer

when the wreck will be at purchaser's risk.

LAMBERT BROS., Auctioneers.

Burglar & Fire-resisting

SAFES

"Prevention is better

than Cure."

The Undersigned have just received a new consignment of Milner's Safes.

LAMBERT BROS., Duddell Street.

MESDAMES.

LES MODES GINETTE.

DE LA MAISON C. BONNARDEL.

Most of the large selection of Hats imported from Paris having been sold, and not desiring to send the remainder back to Paris, the representative of the above firm, who is shortly returning to FRANCE, will sell the rest of this dainty new stock to the Ladies of Hongkong at cost prices.

HOURS 10 a.m. to 1 p.m.

4 to 6 p.m.

ALSO BY SPECIAL APPOINTMENT

Room 260, HONGKONG HOTEL.

MUSTARD & CO.

Connaught Rd. Central.

Telephone No. 1186.

FIRE

PYRENE FIRE EXTINGUISHERS.

A hand device, simple pump operation. For household, office, motor cars and electrical work. A harmless and non-damaging liquid used. Stocks and refills carried.

CHEMICAL FIRE ENGINES.

Tested to 350 pounds, portable hand operation, capacity 40 gallons. Stocks carried. Quotations given for motor appliances by well-known makers.

EXTINGUISHERS.

BOYD'S FIRE EXTINGUISHERS.

Manufactured in two sizes, 3 and 5 Gallons. Copper finish, tested to 300 pounds. As approved L.L. Extinguishers. For ships, warehouses, godowns or other buildings. Stocks carried.

SOLE AGENTS IN

CHINA, HONGKONG

AND MACAO.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

(Direct)
 "PROMETHEUS" 23rd Aug. London and Hamburg
 "PROTESILAUS" 31st Aug. London, Amsterdam & Hamburg
 "ACHILLES" 8th Sept. London, Amsterdam & Antwerp
 "MENTOR" 21st Sept. London, Amsterdam & Antwerp
 "KEEMUN" 19th October London, Amsterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)
 "BELLEROPHON" 21st August Genoa, M's L'pool & Glasgow
 "RHEUS" 4th Sept. Havre and Liverpool
 "CYCLOPS" 11th Sept. Genoa, M's L'pool & Glasgow
 "TITAN" 5th October Genoa, M's L'pool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)
 "IXION" 21st August Victoria, Seattle and Vancouver
 "TALHYBIUS" 6th Sept.
 "TYNDAREUS" 6th October

NEW YORK SERVICE

(via Suez or Panama)

HOMeward PASSENGER SERVICE

As per Joint Service Advertisement on Page 2.
 "MENTOR" 21st September for London direct
 "STENTOR" 8th October for London direct
 "TEIRESIAS" 26th October for London direct
 "IDOMENEUS" 9th November for Liverpool via Marseilles

For Freight and all Information Apply to

BUTTERFIELD & SWIRE
AGENTS.

CONSIGNEES

NOTICE TO CONSIGNEES.

THE STEAMSHIP "EGREMONT CASTLE"

From NEW YORK.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Consignees are further informed that in consequence of this vessel having been on fire a General Average has been declared and that before Bills of Lading can be countersigned they will be required to pay a General Average Deposit of 2 1/2% and sign a General Average Bond, which is lying at the Office of the undersigned.

All damaged cargo will be examined by Messrs. Goddard & Douglas, Marine Surveyors on the 20th inst. at 10 a.m.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 31st inst. or they will not be recognized.

Optional Cargo will be forwarded unless notice to the contrary be given before 14th inst.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.
Agents,
Hongkong, 14th August, 1920.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "ELKHORN"

From SAN FRANCISCO.

The Steamship

Having arrived from San Francisco via ports on 18th August, 1920 consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 24th August, 1920 by the Company's Surveyors Messrs. Carmichael & Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns and cargo undelivered on and after 25th August, 1920 will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.
Agents,
1st floor, Powell's Building,
12, Des Voeux Road Central,
Hongkong, 17th August, 1920.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "LALE FARMINGDALE"

From RANGOON via PENANG, SINGAPORE AND SAIGON.

The above mentioned vessel having arrived from the above mentioned Ports, Consignees of Cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on August 22nd at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns and all goods remaining undelivered after August 23rd will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.
AS OPERATORS; U.S. SHIPPING BOARD.
Hongkong 16th August, 1920.

W. S. BAILEY & CO., LTD.

ENGINEERS & SHIP-BUILDERS, HONG KONG.

HARBOUR REPAIRS

Call Flag "L"

Sole Agents for

"KELVIN MOTORS."

Motors from 12 B.H.P. to 50 B.H.P. now in stock also spare parts.

Works ... Tel. K.21.
Manager ... "K.339.
Secretary ... "K.369.
Harbour Engineer ... "K.33.
Telegrams "SEYBOURNE."

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

The U.S.S.R.

S.S. "WEST CADRON"

having arrived from San Francisco and ports on August 18th, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd. and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Monday August 23rd, 1920, when they will be examined by Messrs. Carmichael & Clarke at 2.30 p.m. Monday August 23rd, 1920.

Claims will not be accepted unless cargo is so examined by said Surveyors prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized.

No claims will be admitted after the goods have left the Godowns.

All goods remaining after August 25th, 1920, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.
Agents,
Hongkong, 18th August, 1920.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

The Steamship

"M. S. DOLLAR"

having arrived from Vancouver, B.C. via ports on August 18th, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Monday, August 23rd, 1920, when they will be examined by Messrs. Carmichael & Clarke at 2.30 p.m. on Monday, August 23rd, 1920.

Claims will not be accepted unless cargo is so examined by said surveyors prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized.

No Claims will be admitted after the goods have left the Godowns.

All goods remaining after August 25th, 1920, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.
Agents,
Hongkong, 18th August, 1920.

FILES OF GOLD AND JEWELS.

SCENES OF SACRIFICE AT ALBERT HALL.

There was an extraordinary scene in the artists' room at the Albert Hall recently. The room, which is a small underground apartment where many famous people and even kings and queens have met and robed since mid-Victorian days, resembled the strong room of a big bank.

Pyramids of gold and silver coin were being stowed away by an army of enumerators into money-bags, and there were big bundles of cheques and paper money. But on a central table glittered what at first sight looked like theatrical tinsel. It was the spontaneous sacrifice of personal riches, of precious stones and metals, the rich man's rubies and the widow's mite—the sacrifice by hundreds of men and women seized by a new religious fervour.

Nearly 10,000 people were singing a hymn in the hall while these sacrifices in gold and silver and precious stones were being dropped into old Army haversacks, and even men's felt hats and carried down into the artists' room. On the platform was a large figure of Christ on the Cross, and immediately beneath was an ordinary platform table. This was the altar on which the people were making their sacrifices. The Congress had met to discuss the position of Anglo-Catholicism in the religious world at home and abroad.

SACRIFICED HER HAT.

One woman took off her hat, ornamented with asprey feathers, and sent it up to the platform with a message that "it might be sold for at least £5." A long procession of collectors made its way to the Artists' Room and each man emptied his haversack or hat on to the table. There were many thousands of pounds worth of silver dishes, Forks and plate, Opal and diamond necklaces, Gold and silver watches, Silver pencil cases, Miniature gold wrist watches, Cigarette cases, Diamond earrings, Coral necklaces, Bracelets and brooches.

The Congress was an impressive ebullition of Anglo-Catholicism by the "High Church" party of the Anglican Church. It was suggested by the Executive that a "72 hour effort" should be made to raise £50,000 for foreign mission work, and a Daily News representative was informed that after 36 hours £12,250 had been received. At the morning's session £7,595 4s 11d. was collected in money alone.

One woman in the hall stripped her fingers of three rings and gave them up. A steward passing through the gathering had two gifts dropped simultaneously into his hands. One was a cheque for £800, the other was a halfpenny piece.

There were showers of War Bonds, War Saving Certificates, English and Scottish bank notes, and one or two gold sovereigns. Beautiful specimens of ecclesiastical jewellery were contributed and a very valuable seed pearl necklace with 250 pearls was flung into one of the large collecting bags.

JEWELS FROM VANITY BAGS.

When it was announced at four o'clock that another collection would be made, women began to unfasten their necklaces and bracelets, and to take already tied-up packages of jewellery from their vanity bags. Men took out their gold watches and chains and dropped them into the haversacks. Large bank book envelopes containing other valuable gifts were sealed and tied with string. Gold crucifixes were picked up from the mass of gifts in the artists' room.

HOLLAND-EAST ASIATIC SERVICE.

Regular monthly service between Japan ports, Shanghai, Hongkong and Manila and Amsterdam, Rotterdam, and Hamburg, Bremen

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During the collection an official auction and the proceeds devoted to the foreign missions fund.

HIS DEAREST POSSESSION.

In the evening over 13,000 people crowded into the hall.

Again quantities of jewellery were poured into the bags and hats, and it took the stewards hours to count the cash collection.

On a scrap of paper which contained a beautiful diamond and emerald ring was written "From a widow; her husband's dearest possession." A child accompanied by a note stating that it had been the property of "H.F.W., killed in action in 1914."

A special body of police was on duty all night guarding the sealed packets.

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He Expects a Lot of His Dad.

BY BLOSSER.



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BIRTHS.

WALKER.—At 50 Nathan Rd. Kowloon, on 13th August, the wife of Ellis Walker, Douglas Steamship Co., a son.

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 30, 1920.

THE IMPERIAL WIRELESS PROBLEM.

A few weeks ago Reuter cabled out a condensation of the Report of Sir Henry Norman's Committee on the Imperial Wireless problem—a report which we have since been able to publish almost fully. We have already expressed an opinion on the value of the Report and in the light of the fuller information now obtained, we are more than ever convinced that it will be generally agreed that the recommendations made are of an extremely practical character, and if adopted are calculated to give an Imperial chain of wireless stations which would admirably serve everyday commercial and Press needs as well as Empire requirements. In view of the matter's undoubted importance, everybody will hope that this report will not suffer the fate which has so often been meted out to the work of Government Committees, that of being pigeon-holed for reference, but that steps will be taken without delay to realise a scheme the broad outlines of which have been indicated by the Committee.

It must have come as something in the nature of a surprise to many people to find that even to-day, when prices of material and labour have advanced to what in many cases are prohibitive levels, the capital cost of the scheme recommended is less than £1,250,000, of which the share to be paid by the Imperial Government would be £355,000, and that the annual charges are estimated at £425,000, of which £258,000 would fall upon the public exchequer. This, of course, takes no account of the revenue which would be earned, and which, although not likely to be large enough in earlier years to balance expenditure—it is estimated that at the outset there would be a deficit of £100,000 a year—would doubtless reach that point at no distant date. This is an instance, however, when even a permanent annual deficit should not prove a deterrent to the carrying out of the scheme, as the gains to the Empire should far outweigh any such small annual charge as might have to be borne by Great Britain and the Dominions. On most matters to which reference is made in the Report, namely, the desirability of providing for wireless inter-communications within the Empire, the distances of the various links, and even the system to be adopted, there will be something like unanimity. There is certain to be disagreement, however, in connection with the proposal to set up a Wireless Commission to carry out the scheme and to entrust the construction of the necessary stations to the engineering department of the Post Office. The view is held by many that to hand this important development over to a Government department would be a mistake. Those who are familiar with the policy taken by the Post Office in connection with wireless telegraphy in past years can feel little confidence that in entrusting the realisation of the Imperial Wireless Scheme to this department the Empire would be well served. We hold no brief for Marconi interests, whose relations with Government officials have for various reasons been somewhat unfortunate—but it would be idle to deny that for the progress made in the field of wireless communication we are under the deepest debt to Mr. Marconi and those who worked with him. It does, therefore, appear ungenerous to turn down the proposals of the Marconi Company for Imperial wireless with the criticism that they are too vague to admit of detailed examination, and that if carried out the scheme would be prejudicial to free wireless research and independent development. These are strong words, the justice of which is certain to be immediately challenged, and it seems a pity that it should have been necessary to incorporate them in this report, and supply the material for a new controversy on this subject.

Hongkong has a prominent place in this scheme and it may just be that if the chain of stations is established this Colony would have to bear some proportion of the annual charge to cover the working deficit. But even if it has, we trust that unanimous support will be given to it, for the question of rapid communication is becoming a serious one for the Colony, not only from the commercial men's standpoint but from the standpoint of the Colony's general well-being. It will possibly be a long time before we hear of any practical steps being taken to put into effect the Committee's recommendations, but when the time does come for a consideration of ways and means we trust that this Colony will not be behind-hand in supporting a scheme that would benefit it so greatly.

NOTES & COMMENTS.

A NECESSARY REMINDER.

Dr. Pearce gave a very necessary reminder at the last Sanitary Board meeting of the obligation which rests upon householders to see that their servants' quarters are kept in a proper state of cleanliness. He spoke as he did because someone had expressed to him a measure of surprise that the Government did not undertake to do this work. There are some people who want the authorities to do everything for them—everything but take delivery of their monthly salary. The attitude of these folk, whenever the slightest thing goes amiss, is summed up in the query: "Where is the Government?" But there are obligations resting upon residents as well as upon the authorities, and one of these is to see that the servants' quarters attached to European residences are kept in a sanitary condition. This applies to the residential part of the quarters as well as the kitchens and the latrines. There are some Europeans here who would no more dream of visiting their servants' premises than they would of asking their smahs in to afternoon tea. The kitchen can be left to take care of itself, whilst as for the latrines—well, how could one? But very important issues of health depend upon these places being kept clean, and if householders only stopped to think of the harm that might well come to themselves through neglect of an obvious duty, they would take rather more interest in these matters than most of them do. If you want a clear insight into your friend's conceptions of hygiene, contrive to visit his or her servants' quarters. You'll learn all you need for the purpose there.

DISTRICT WATCHMEN.

There are others beyond the Police who help in maintaining law and order in this Colony, and amongst these the District Watchmen play a by no means unimportant part. There are over a hundred of these men, and last year they secured no fewer than 164 convictions. The Committee of this body is composed of well-known Chinese residents, and of its activities the Secretary for Chinese Affairs says in his annual report—"The loyal advice and assistance of this important Committee (which deals with every kind of question affecting the Chinese community) continues to be of the greatest value to the Government." Here it is interesting to record that the District Watchmen's Force has been in existence for well over fifty years. On looking up old records to discover its origin we learn that on 1st February, 1865, the Chinese community of Hongkong held a meeting and decided to petition the Government for permission to organise a force of Chinese watchmen in aid of the ordinary police of the town, to be attached to the Police Force and to be under the orders of the authorities. The substance of that petition was that rumours had reached the petitioners to the effect that the "roughs" of Canton intended to celebrate the approach of the Chinese New Year by making a descent upon Hongkong with the object of committing extensive robberies under cover of a conflagration. The suggestion that native watchmen be appointed was, after consideration, adopted by the Government and embodied in an Ordinance passed in August of the year mentioned. It was not, however, until 1897 that these watchmen were placed on Police beats and subjected to the supervision of Police officers, at the head of whom at that time was our former Governor, Sir Henry (then Mr.) May. Since those days, the District Watchmen have done much useful work, whilst the Committee members have shown how the leading Chinese residents of the Colony are prepared to aid the authorities in the maintenance of law and order here.

ABSURD RESTRICTIONS.

This is to be a brief reference to an aspect of the housing question which directly bears on the matter of expensive building. We open these few words in the hope that the point involved will not be overlooked when the Colony's Budget is under consideration. One of the reasons why house erection is so atrociously costly, we are informed, is that there are almost innumerable requirements made by the authorities under the Public Health and Buildings Ordinance. That Ordinance, we believe, was their united efforts to bring about this much-needed reform?

DAY BY DAY.

A LAUGH IS WORTH A HUNDRED GROANS IN ANY STATE OF THE MARKET.—Charles Lamb.

There was a clean bill of health in the Colony yesterday.

Mr. E. A. Johnson, keeper of Waglan Island Lighthouse, proceeded home by the Kalgan to-day.

The total output of the Kailan Mining Administration's mines for the week ending 31st July amounted to 92,319 tons and the sales during the period, to 62,684 tons.

A sentence of six weeks' hard labour was inflicted on the Chinese, who, acting on the instigation of a rival barber, made an attack on another barber with a hammer in Wo Fat Street.

At the instance of Inspector Caygill, a Chinese was to-day charged before Mr. R. O. Hutchison with disobeying an order of banishment which was passed on him in February of this year. He was sentenced to one year's hard labour.

The Upshur, an American destroyer, arrived in harbour this morning from Shanghai on her way to Manila. She leaves to-morrow. She will be stationed at the regular Naval Station at Cavite, which is the headquarters of the American Asiatic Squadron.

A big naval draft is about to be despatched to the China Station for distribution amongst the ships there, says the *L. & C. Express* of July 15. Lieutenant-Commander E. E. C. Tuffnell has been appointed to take the draft out to Hongkong, assisted by Lieutenant W. Harper.

To-morrow's Pictorial Supplement will consist entirely of local pictures. There will be photographs taken at the weddings of Mr. Rodenfuser and Miss Yvonne Lecable, and of Mr. Jonsson and Miss Tregillus; of "The Black Cats" in their "Bubbles" scene; of "D" Co. of the Wiltshires, who are winners of the Hongkong Garrison and Regimental Hockey League; as well as a photograph of the late Mr. A. E. L. de Sousa, with one of his winning ponies.

For trespassing at the Government Civil Hospital a Chinese was to-day fined \$1, with a caution. It appears that he was most anxious to get a footing into the hospital for the purpose of promoting a sale of home newspapers and magazines of the fact that he had been warned by the Storekeeper, Mr. J. Regan, on one occasion, he persisted in coming to the Hospital and was, as a result, handed over to the Police.

After sixteen years' service in the Police Force, Sub-Inspector James Hledge to-day left for home by the s.s. Kalgan. Recently in the motor bandits case and other outrages of a similar nature he displayed great pluck which resulted in the arrest of one of the bandits and another robber in a later case. He is now retiring on pension and leaves the Colony accompanied by the good wishes of his comrades of the Force and other acquaintances.

The death occurred at the General Hospital, Hankow, on August 8, of Brights disease, aggravated by the heat, of Mr. F. Bignel, chief officer of the Chin Navigation s.s. Wuchang. Mr. Bignel, who had been feeling the recent intense heat very badly, was removed from the ship to hospital on August 6 and on the 8th a cable was received stating he had expired. He joined the China Navigation Company 12 years ago and recently returned from home leave.

exceptional conditions; yet it still remains operative and has a vital effect on building costs. Many of its provisions are totally unnecessary, irksome and absurd. And besides what this means in expense, additional work is needlessly thrown on Government servants. The whole Ordinance wants simplifying and much of it scrapping. If our Unofficials still have any interest in the public, will they exert their united efforts to bring about this much-needed reform?

LINES FROM LINKUMDODDIE.

"Linkumdoddie"

Ecclefechan, N.B.

14th July, 1920.

Dear S—
Aye, we've had the King and Queen and Princess Mary in Scotland this last ten days. They were at Edinburgh for the first week but as the visit was supposed to be of a private nature lots o' folk were disappointed at no seeing them, further than through the glass o' a closed-in motor. Wi' some folk, royalty hasna the life o' a dog and they wouldn't stop short at being satisfied wi' a sight o' them unless they saw them in their bath o' a morning. And mixed bathing's no allowed in Scotland, let me tell ye. That reminds me, aye, but that story can keep 'till after. Anyway, Royalty's far down the Clyde this week. I had a line from MacPherson about a fortnight ago and he was in fine feather over the affair. As like as no' he'll be strutting about Gourrock a' this week, him wearing his snouted cap and his second-best suit o' blues—them that he had made three winters ago at Ah Men's—letting on a' the time that he's a yachtsman. Him a yachtsman! He'd look a lot more like the thing if he had a bit o' oily waste in his hand and a three-inch spanner in the other, only he might be pinched for impersonating a railwayman o' work and railway folks are very touchy about that sort o' thing nowadays, let me tell ye. Aye, his chit was just fair chock-a-block wi' Royalty and the fine yellow flag wi' the red lion ramping on it that he'd bought one day in Sauchiehall Street. As Janet recalled, him and his flag, and us wi' one the size o' a bed sheet at the house and no less than three red hors on it, a ramping forbye. Of course the King confidna' have seen our flag from where he passed on the railway unless he had wireless eyesight, but as Janet said what's the use o' a flag if ye don't let the neighbours see ye have one? And there's something in that, mind ye, if ye think it out for yourself. Anyway let's hope nothing happens untoward on the West Coast this week. It would be an awful job if MacPherson got himself into the picture papers.

One of the faults of the new Ministries is the belief that wisdom began wi' them. State supervision of railways, it seems, has come to stay. The railways are no to be nationalised or for that matter are they to resume the old competitive system of working. In other words it's a case of being neither flesh nor fowl nor even good red herring. Sir Eric Geddes has fixed up the railway zones almost in the same way as his brother arranged the recruiting regions. The Government scheme of railway reorganisation is consolidation of the existing lines into five or six main groups for England and Wales and one for Scotland. For six months or so a select bunch of experts have been in labour producing a railway policy. That is the Eddees version. Mr. Asquith on the other hand had a mental vision of Olympians lying on their backs and gazing at the sky. The average booking clerk could have arrived at much the same result in six minutes instead of six months. The justification of the scheme is the elimination of competition. That may be a good thing for the railway companies but it will be a bad thing for the travelling public. After all the railways are meant for folk and goods to get about on. With intelligent private management the railways before the war did very well and it was possible then to go and see the Highland Agricultural Show without saving up a year beforehand. But there's one factor that I think the Government havena' taken into consideration and that is competition from other sources. For the last six years the railways have been a monopoly but nowadays motor traction is challenging railway supremacy in almost every locality I've been in since I landed home. It's no to be despised mind I'm telling ye. There's a terrible lot of motors of every description on the roads of Great Britain to-day.

As things are to be, Scotland is cut off from the other groups of railways. Now this shouldna' be so. Scotland doesna' want Home Rule in railways. It still remains true as Dr. Johnson observed "The noblest prospect which a Scotsman ever sees is the high road to England." We have been past-masters in the art of peaceful penetration. The Jews are receding Eastward. They're to get a Colony of their own in Palestine. The great vitality of the Haggis is now set.

HONGKONG LADY HONOURED.

MRS. EDE'S EFFORTS FOR CHARITIES REWARDED.

It will be learned with considerable pleasure by many Hongkong ladies that the Order of Queen Elizabeth of Belgium, accompanied by medal and ribbon, has been conferred on Mrs. Ede, wife of Mr. C. Montague Ede, of Hongkong, by the King of the Belgians in recognition of great personal assistance rendered to Belgian charities during the war.

Apart from the work performed in Hongkong, Mrs. Ede was a strenuous worker in the cause of charity during her stay at Home in the war period.

Mr. and Mrs. Ede are at present in temporary residence at Yokohama.

ing on London. It's a well-known fact that if a position of any worth is temporarily vacant in England a horny Celtic hand is ready to grasp the chair. If the Chief Secretary is absent ye can bet your last dollar that he has merely gone to Scotland to fetch his brother.

I see in this latest railway business a scheme to cut Scotland off from civilisation and progress. It'll need to be seen to.

A liar canna' be believed, even when he is telling the truth. That dictum may be applied to the Germans now. Lloyd George had a sore time of it at Spa last week trying to get proof positive that Germany has some intention of acting in good faith. The German Chancellor, Herr What's-his-name, made a greeting appeal to the Conference, he spoke of age and the imminence of his appearance before the Great Judge—I'm no' so sure that he'll ever be there any more—and pleaded that his word might be accepted. There wasna' much logic in that sort of talk anyway. The lives of millions of smart young folks have been ruthlessly destroyed by aged Germans and the lives of as many more might very well hang on the result of this Treaty.

But Lloyd George had the pluck and despite all the criticism that's flying about just now, he's the only man we've got that's got the pluck. He's planned them down once more to a definite promise. Let's hope they'll keep it—both sides, that is, for if they don't the world will be up against a situation in which all hopes of future peace may as well be ruled out.

"Bob" Smillie has "come back" and between you and me seems to have benefited by his recent brief retirement. It wasna' so long ago that Mr. Smillie wi' a Lord High Executioner sort of voice declared that the country, willing or no' willing, would accept the nationalisation of its mines. Now he suggests wi' an air of sweet reasonableness that the country should be permitted to settle the question for itself.

In other words he seems to have got it into his noddle at last that public opinion canna' be flouted, that he canna' do much without it at his back, otherwise there is no apparent reason why he didn't throw his hat into the ring right away.

This was at the Miners' Federation Conference, where he, however, raised a cheap laugh at the expense of Oxford and Cambridge by extolling "a more important college than either of these so far as the Labour movement is concerned—the college of the gutter."

Now many a good man has risen from the gutter. We say take off our hat to them. But "Bob" Smillie is by no means the happiest possible example of the efficiency of the "college" in which he had his early training. If the education of the gutter merely produces class prejudice—or class consciousness, to adopt Mr. Smillie's phrase—I fail to see how the nation can benefit. Aye, from the gutter one can get quite a distorted view of life. At any rate, distortion aye has been the chief defect of Mr. Smillie's outlook, and his "class consciousness" has been more than "class" a decided menace to the community. On the whole we can do wi' as few as possible of such colleges.

Yours etc.

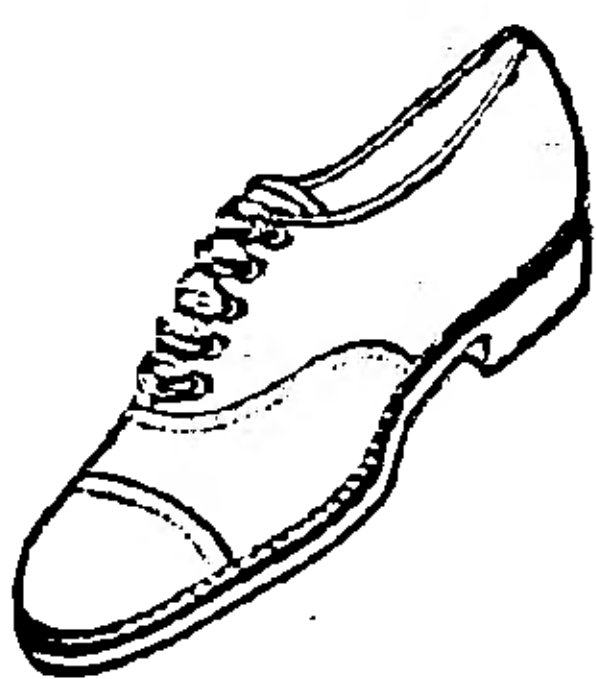
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SMART
WHITE SHOES FOR CENTS



WHITE CANVAS SHOES
WITH RUBBER SOLES
\$5.50 to \$10.00 a pair.
CANVAS UPPERS
WITH LEATHER SOLES
Price \$10.50 a pair.

YEE SANG FAT CO.

KOWLOON NOTES.

(BY "THE FERRYMAN".)

Still going strong, like Johnny Walker—that's how things are with the Kowloon Bowling Club. Last Saturday they met the K.C.C. and the expected happened when the latter lost, though it was a good fight all the same. It's like old times to see the K.B.G.C. with such a fine League record. They've won all their encounters so far, whereas poor old Taifoo are very much in the doldrums.

Kowloon continues to show the way to Hongkong. The K.C.C. open-air concerts have splendidly caught on, witness the huge crowd at the show last Saturday. The "Black Cats" are too good a party to suffer from lack of variety in their programmes. There were too many repeat items on Saturday, but that can be overcome, I've no doubt. Why not a few really good quartettes sometimes?

Another innovation for Kowloon is the decision of the Club de Recreio to run open-air cinema shows twice a week. The first one takes place to-morrow. These ought to prove very popular.

I was glad to see the Telegraph's comment regarding the obstacles which are being put in the way of individuals who want to secure building loans from the Government. Does this mean that Government promises are like pie-crust, merely made to be broken? It looks to me as if it's all talk-talk. We hear plenty about the Government intentions both in the matter of building and of loans, but that's as far as we get. As for getting either houses or money with which to build them, why the public can whistle for them. Will it always be thus?

Motorists on the Kowloon side are being deprived of much pleasure these days on account of the bad condition of the roads to Fanling and Castle Peak. The former, between Shatin and Taiipo, is in a shocking state, and I hear it will be a long time before it will be again available for use. And the Castle Peak road is badly cut up, too. We shall never be able to use these

thoroughfares with any certainty until they are properly macadamised.

I see from the annual report of the P.W.D. that the number of street lights in Kowloon was increased last year, there being 349 gas lamps (or 11 more than 1919) and 132 electric lamps (an increase of 24). Who'd have thought it?

Last year a sum of \$1,099 was spent on improving the public pier at Kowloon. I suppose it was necessary, though, as I've before pointed out, this pier is very badly situated for use by launches and has not nearly enough frontage for the needs of Kowloon. The railway pier is being nicely got on with. But when are we to get a larger and more conveniently placed public jetty?

I was curious to see what the concrete ricksha shelter at Kowloon cost to build. On looking up the P.W.D. report I discovered that on a vote of \$5,000, a sum of \$3,432 was spent on the work.

Last year a sum of \$1,951 was expended on the Kowloon Children's Playground, this bringing the total expenditure on the ground up to \$6,637. The place is very popular with the kiddies now, thanks to the equipment recently added through representations made by the Kowloon Residents' Association.

My friend from Flatland tells me that things have been really quite of late. There have been a few midnight melodies attempted, pride of place still being given to "Until" and "Because." He says young ladies are the chief disturbers of the peace and suggests that if these songsters really want an outlet for their excess lung-power they should organise themselves into a party to be called "Flatland's Frisky Flappers" and offer their services to the K.C.C.

TWO-SHILLING LOAF IN FRANCE

M. Isaac, French Minister of Commerce, has announced that in order to remunerate the farmers the price of bread would have to be increased to 1 franc 30 centimes per kilo (slightly under 2s. a quarter).

TO-DAY'S MISCELLANY.

The yacht Britannia, which the King raced during the Clyde fortnight, was the speediest of her class when she took the water 37 years ago. She is almost identical with Lord Dunraven's Valkyrie, which was built at the same time, to challenge for the America Cup. Vigilant, which successfully defended the cup on that occasion, was over here in 1893, and was beaten by Britannia at Cowes and elsewhere. In her racing career up to 1897 Britannia won a value in prizes of £10,000 just about what she cost to build. King Edward sold her when he came to the throne, but bought her back a few years later. In the early years of King George's reign Britannia was used as a cruising yacht, but she was put back into racing trim just before the war.

It is refreshing to find that so many musicians to-day are ready to exculpate Handel from the old charges brought against him of borrowing from earlier writers. Mr. Balfour we believe is one such champion of the great composer, while Mr. P. Robinson, in "Handel and his Orbit," has done much to clear away the mist of allegations. As one correspondent says, "Where Handel was not borrowing from earlier works of his own, his use of other composers' materials was perfectly open. Quotation was then, as now, a familiar enough practice with a composer (and the great Bach himself was no exception), so that even if it is allowed that Handel carried it further than was common in his day there seems no reason why he should have disdained it. The magician who changes the rough stone into the priceless jewel needs no defender."

"Mr. Punch," who has been coquetting with reds and blacks for some time on his cover and among his advertisements, has taken a definite plunge into the full range of the three-colour process. It is an interesting departure, though it is not to be taken as an addition to his usual Wednesday costume—the adventure is in the nature of a holiday excursion. There are eight special pages of colour work included in this year's Summer Number of Punch. There are, of course, any amount of line drawings, and it would certainly be untrue to say that in sheer wit the pages which bear them are in any way inferior to their more ornate neighbours. But in the choice of the coloured pictures it is interesting to notice a deliberate advance on the usual convention of "colour for colour's sake" in our illustrated weeklies. The story by "Fougasse" of the lady whose brilliant seaside jumper is copied by everybody else could simply not have been told in line, and Mr. Shepperson's delicate and decorative conceptions are always enriched by the addition of colour. Mr. George Morrow's perverted history is in another class. It is certainly amusing to see his kings in blue stockings and red coats, but one cannot resist the reflection that they would be just as funny in plain clothes.

The grounds of Pain's Hill, near Cobham, Surrey, where Mr. Charles Combe has just died at an advanced age, were considered a marvellous achievement of landscape gardening when first laid out during the ownership of the ninth Duke of Hamilton. The head gardener, who was given a free hand, produced a bewildering variety of supposed amenities: grotesque cascades, chapels, temples, and even a hermitage. When the job was finished the noble owner of Pain's Hill advertised for a hermit willing to live there for seven years. It was stipulated that he should wear a camel's robe, never cut his beard or nails, and never stray beyond the limits of the grounds. He was to sleep and eat in the hermitage, a mat serving as his bed, and food (washed down solely with water) being sent him from the house. He was strictly forbidden to exchange a syllable with any servant, or to speak to anyone else unless first addressed. If he lived there the full term of seven years under these restrictions he was to receive seven hundred guineas, but he was liable to instant dismissal without any payment if found departing from the regime laid down for hermits. The advertisement attracted several applicants, one of whom was selected; but he fled at the end of three weeks, and henceforth the hermitage was untenanted.

DAIRY FARM NEWS.

New Shipment of

FROZEN SMOKED FISH

Selected Fillets - 60 cents per lb.
Finnan Haddocks - 50 " " "
Selected Kippers - 40 " " "
Red Herrings - 30 " " "

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COMPANY, LIMITED.

CHINA'S POSTAL SERVICE.

THE ANNUAL REPORT.

The report on the working of the Chinese Post Office for the year 1919 states that the field of postal enterprise in the year just ended has been extensive and varied. The interests of the Service have flourished, its responsibilities have increased. Although the formal state of civil war is at an end, and throughout the working year there has been peace of a kind because pourparlers have been carried on in the hope of complete accord, the labours of the men of good-will have not yet been able to extract the semblance of a settled order. Certain provinces which are dependent for their prosperity, and even for their sustenance, on the kindly fruits of the earth have suffered from disastrous floods or equally disastrous drought; in nearly all banditry has had a good year.

Articles of mail matter posted in 1919 totalled 340 millions, an advance of 37½ millions on last year's figures. In only one of the Post Office's many spheres of activity are there signs of any contraction of business, and in this case—that of insured letters—the successful competitors are members of the Post Office household. The celerity, certainty and security of the ordinary domestic letter and parcel mails seem to have won the public confidence to such an extent that insurance is now less frequently demanded, while the increase in the number of registers and the cheapness of the money order fees account for the decrease in the number of those insured letters which formerly used to enclose bank notes.

Ameliorations enterprised and taken in hand during the year have been directed towards securing greater frequency, promptness, and accuracy in the delivery of mails, and towards enlarging the areas of distribution and collection of mail matter. For the latter purpose, rural delivery and collection circuits have been inaugurated or extended, with results that are welcome to the outlying villages served and to the Administration. In many respects, rural delivery is the most momentous and significant of all recent public efforts to promote the general welfare.

Another improvement deserving of mention has been the adoption of the system of steamers subsidies. As might be expected of a great institution which originated on a very small scale and developed rapidly upon the same general lines, its operations in course of time became barnacled with many sacred but unpractical precedents and methods. Especially has this been the case in its arrangements for steamer-carried mails. During the past year new and direct contractual relations have been entered into with the various lines of steamers carrying coastwise and riverine mails, so that the amounts paid for transport are in proportion to the weights of mails carried.

The min-chu, or commercial letter companies, are still very active in some districts and show a wonderful tenacity of life. It must be only a matter of time, however, before institutions conducted on the principle of competition for private gain go down before that which is broad-based on the principle of co-operation for the national welfare.

Of far-reaching benefit to the Service and the staff has been the introduction of the Guarantee and Provident Fund to which the Ministry has lent its imprimatur. Its object is the gradual introduction of self-responsibility by personal security augmented annually by a proportional contribution from the working profits of the Administration. It will tend to safeguard the Service against possible irregular acts of employees while at the same time making provision for honest servants who, through illness, are unable to work; for others who retire on reaching the age limit; and for the families of those who die in the course of their duties. On the whole, the year has been one of great initiatives and notable achievements, and the policy of returning the Postal revenue to the people in the form of extended and improved services has received its justification. For the time of emergency—of war within and without the country—the Postal Services has been, in general, prepared; for the period of emergency that is now following she is progressively fitting herself by increasing and developing the network of communications which will promote social and commercial intercourse, sympathy, and mutual understanding—internally between all parts of the country, and externally with lands overseas.

AIR MAIL FEES REDUCED.

Beginning on July 6 a regular daily postal service by air from London to Amsterdam was inaugurated by Messrs. Handley Page. At present the air mail fee letter to Paris is 2s. per ounce in addition to the usual rate, but the fee to Holland is only 3d. in addition to the postage fee—a total of 5½d. Handley Page have also secured the contract for the carriage of air mails to Brussels.

WHEN BABY'S TEETH ARE COMING THROUGH

BABY'S OWN TABLETS SAVE PAIN AND TEARS.

Teething time not only is a trying period to baby but also means much worry to mothers. The little one's gums become swollen and tender; he is cross; does not sleep well; is troubled with constipation, colic or diarrhoea, and sometimes even convulsions seize him. During this period nothing can equal the use of Baby's Own Tablets, the Canadian children's remedy. They regulate the bowels and stomach, and make the teething so easy that the mother scarcely realizes baby is getting his teeth.

"My experience has been that Baby's Own Tablets allay the fever caused by teething and give baby healthy sleep. My baby has always been healthy except for the fever and restlessness accompanying teething, and an occasional cold, but the Tablets have proved so beneficial in these cases that I would not be without them," writes Mrs. R. E. long, of Peachland, British Columbia.

These Tablets are equally healthful and harmless to the youngest infant and the child of eight years or more, curing constipation, indigestion, colic, diarrhoea, simple fever and worms. They are to be had from chemists, also post free at 60 cents the vial from Dr. Williams' Medicine Co., 96 Beethoven Road, Shanghai.

NOTICES.

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Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 1
Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3
Monteagle	Dec. 31	Jan. 24

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to Aug. 15 as far in advance as possible. Their departure from the Orient. Trans-Pacific routes as the Atlantic are as completed as the Pacific. Atlantic routes can be arranged by letter or cable to the Pacific. Frequent sailings from Montreal to Liverpool, London and Glasgow. Passage orders covering all such routes will be received here.

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Telephone 141. Cable address: CANADIAN PACIFIC OCEAN SERVICES.

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S.S. "LAKE FARMINGDALE" August 28th, for Calcutta via Singapore, Penang and Rangoon.
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VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN"

STEAMERS.	TONS.	LEAVE HONGKONG.
SHINYO MARU	22,000	Sept. 6th.
PERSIA MARU	9,000	Sept. 17th.
KOREA MARU	20,000	Sept. 30th.
SIBERIA MARU	20,000	Oct. 12th.
TENYO MARU	22,000	Oct. 23th.

SOUTH AMERICAN LINE.
HONGKONG to VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLEDO, ARICA & IQUIQUE.

STEAMERS.	TONS.	LEAVE HONGKONG.
ANYO MARU	18,500	Sept. 9th.
SEIYO MARU	14,000	Nov. 9th.

For full information regarding passengers, freight, and sailing apply to:-

Y. TSUTSUMI, Manager.
King's Building. Tel. Nos. 2374 & 2375.
Agents at Canton:
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SAN FRANCISCO

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To SEATTLE.

"WEST ISON" 28th August.

To SAN FRANCISCO DIRECT.

"BRAVE COEUR" 14th September.

To CUBA.

"CHIPCHUNG" 15th September.

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"MELVILLE DOLLAR" ... SEPT. 17TH.
"HAROLD DOLLAR" ... OCT. 9TH.

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"WEST HEPBURN"

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SAMARANG

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795

Manager.

SAILING DATES.

EUROPE, U.S.A. ETC.

Nanting	C. M. Co.	Aug. 20
Shikoku	M. N. Y. K.	Aug. 20
Bellerophon	B. & S.	Aug. 20
Africa	M. O. S. K.	Aug. 20
Kalyan	P. & O.	Aug. 20
Ixion	B. & S.	Aug. 21
Bellerophon	B. & S.	Aug. 21
Takada	P. & O.	Aug. 21
Tenshin	M. N. Y. K.	Aug. 23
West Hika	L. A. Co.	Aug. 23
Akita	M. N. Y. K.	Aug. 25
E. of Russia	C. P. O. S.	Aug. 26
Prometheus	B. & S.	Aug. 26
Plassy	P. & O.	Aug. 26
Grace D.	R. D. Co.	Aug. 27
Nile	C. M. Co.	Aug. 28
Ningchow	B. L.	Aug. 28
West Ison	S. & D.	Aug. 29
Kanagawa	M. N. Y. K.	Aug. 30
C. of Spokane	P. & O.	Aug. 30
Coastal	P. S. Co.	Aug. 30
Tottori	M. N. Y. K.	E. Sept.
Toba	J. C. J. L.	E. Sept.
Imbruck	D. & Co.	Sept. 2
Bombay	M. N. Y. K.	Sept. 4
Shinyo	M. T. K. K.	Sept. 6
Talhybicus	B. & S.	Sept. 6
Alps	M. O. S. K.	Sept. 7
Delight	F. W. Co.	Sept. 8
Chicago	M. O. S. K.	Sept. 9
Wawala	M. P. S. Co.	Sept. 9
Kaga	M. N. Y. K.	Sept. 9
Kansas	B. L.	Sept. 10
Birmingham	C. B. L.	Sept. 10
Fushimi	M. N. Y. K.	Sept. 11
Egremont	C. D. N. Co.	Sept. 12
Brave Coeur	S. & D.	Sept. 14
Vinita	L. A. Co.	Sept. 15
Easterling	P. S. Co.	Sept. 15
Cape May	P. S. Co.	Sept. 15
Montague	P. S. Co.	Sept. 15
Deuel	S. & D.	Sept. 16
Melville D.	R. D. Co.	Sept. 17
Suzuki	B. L.	Sept. 20
C. of Dunkirk	B. L.	Sept. 20
Mentor	B. & S.	Sept. 21
Kanawana	P. & O.	Sept. 22
Tanyo	M. N. Y. K.	Sept. 22
West Himrod	S. & D.	Sept. 24
Atlas	M. O. S. K.	Sept. 25
Korea	M. T. K. K.	Sept. 30
Katori	M. N. Y. K.	Sept. 30
Eledu	P. S. T. Co.	E. Oct.
Ajax	B. L.	Oct. 1

JAPAN, COAST PORTS, ETC.

Ceylon	M. N. Y. K.	Aug. 20
Luzon	M. O. S. K.	Aug. 20
Tikembang	J. C. J. L.	Aug. 20
Hailong	D. L. Co.	Aug. 20
Loongang	J. M. Co.	Aug. 20
Khiva	P. & O.	Aug. 20
L. Farmingdale	P. M. Co.	Aug. 20
Nagato	M. N. Y. K.	Aug. 21
Chenau	B. & S.	Aug. 22
Kaifong	B. & S.	Aug. 22
Tamba	M. N. Y. K.	Aug. 23
Taming	B. & S.	Aug. 24
Hailong	J. M. Co.	Aug. 24
Suiyang	B. & S.	Aug. 24
Kanchow	B. & S.	Aug. 24
Tungshing	J. M. Co.	Aug. 24
Chipshing	J. M. Co.	Aug. 25
Kumsang	J. M. Co.	Aug. 25
Taksang	J. M. Co.	Aug. 25
Sosho	M. O. S. K.	Aug. 26
Tatomi	M. N. Y. K.	Aug. 26
Sunning	B. & S.	Aug. 26
Haiching	D. L. Co.	Aug. 27
Easton	P. & O.	Aug. 29
Tijpanas	J. C. J. L.	Aug. 29
Tungshing	J. M. Co.	Aug. 31
Tjisondari	J. C. J. L.	Aug. 31
Samarang	M. D. & Co.	Aug. 31
Fooshing	J. M. Co.	Aug. 31
Shisen	M. O. S. K.	Sept. 1
Tikini	J. C. J. L.	Sept. 3
Riojun	M. D. & Co.	Sept. 14
Boroe	M. D. & Co.	Sept. 16

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S.S. "ELDENA"

ABOUT OCTOBER 15TH.

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S.S. WEST HIKA	Aug. 20	S.S. WEST HIKA	Aug. 23
S.S. VINITA	Sept. 12	S.S. VINITA	Sept. 15
S.S. WEST HIXTON	Oct. 7	S.S. WEST HIXTON	Oct. 10

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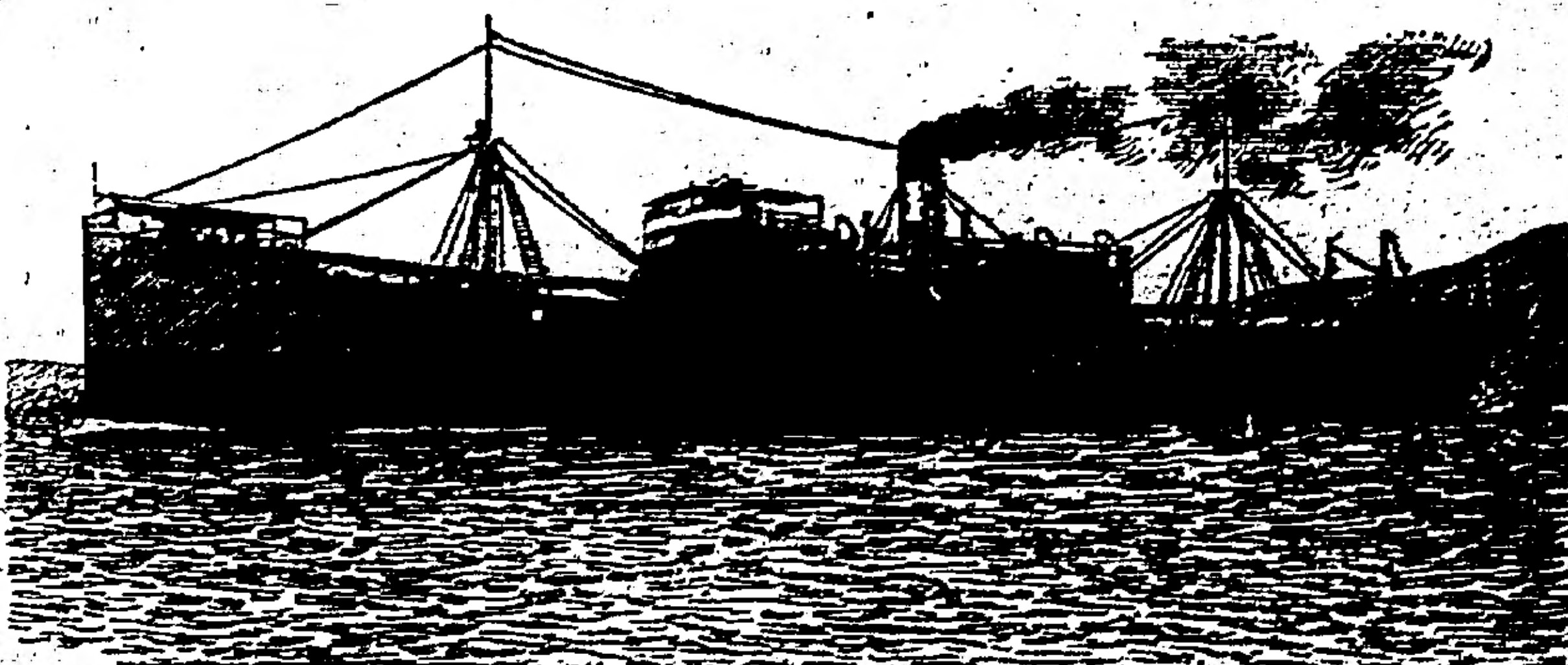
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PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
KALYAN	9,000	20th Aug. noon.	Singapore, Penang, Colombo, Bombay, Port Said, Mar. Suez and London.
PLASSY	400	20th Aug.	

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	7,000	21st Aug. 1 p.m.	Calcutta via Singapore Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

KANOWNA	7,000	25th Sept.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.
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SAILINGS TO SHANGHAI & JAPAN.

KHIVA	9,000	20th Aug. 3 p.m.	Shanghai, Kobe & Yokohama.
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WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 8 ft. x 4 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
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SEATTLE & VICTORIA via Kung, Manila, Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.
FUSHIMI MARU (Omitting Manila) Sat. 11th Sept. at 11 a.m.
KATORI MARU Thursday, 24th Sept. at 11 a.m.
TAJIMA MARU Friday, 25th Sept. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.
SHIDZUKA MARU Thursday, 26th Aug. at noon.
KAGA MARU Thursday, 26th Aug. at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

MARSEILLES & LIVERPOOL via S'pore, C'ho Suez & Port Said.
TOTTORI MARU End of September.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
TANGO MARU Wednesday, 22nd Sept. at 11 a.m.
NIKEO MARU Wednesday, 23rd Oct. at 11 a.m.

NEW YORK via Suez Canal.
AKITA MARU Wednesday, 25th August.

SOUTH AMERICAN PORTS via S'pore, R'gon, Calcutta & Cape.
BOMBAY & COLOMBO via Singapore.
TENSHIN MARU Monday, 30th Aug.

CALCUTTA & RANGOON via Singapore & Penang.
CEYLON MARU Sunday, 22nd August.
BOMBAY MARU Saturday, 21st September.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
NIKEO MARU Saturday, 18th Sept. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
NAGATO MARU Monday, 23rd Aug.
TAMBA MARU Monday, 23rd Aug. at 11 a.m.

TOTOMI MARU Thursday, 26th Aug.

For further information apply to—**NIPPON YUSEN KAISHA.**
S. YASUDA, Manager.
Telephone Nos. 292 & 293.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjileboet	Java	in port	19th Aug.	Yokohama.
Tjikembang	Java	in port	20th Aug.	Java.
Tjikapas	Java	23rd Aug.	29th Aug.	Haiphong.
Tjikini	Java	30th Aug.	3rd Sept.	Java.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

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NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjisondari	Java	27th Aug.	31st Aug.	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

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LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ALPS MARU" (Call Marseilles) 7th September.
"ATLAS MARU" 25th September.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"CHICAGO MARU" Thursday, 9th September.
"CANDA MARU" 2nd November.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.
"SIAM MARU" Monday, 23rd Aug.

"LUZON MARU" Tuesday, 24th Aug.
SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.

"SHISEN MARU" Wednesday, 1st Sept.
SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KUNAJINI MARU" Friday, 25th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago Milwaukee & St. Paul Railway.

"AFRICA MARU" (Calling Manila) Friday, 20th August.
NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"HONOLULU MARU" Thursday, 9th Sept.
JAPAN PORTS—Mojik, Kobe, Yokkaichi & Yokohama.

"MADRAS MARU" Monday, 30th Aug.

NEW ORLEANS.
"BORNEO MARU" Wednesday, 1st Sept.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"AMAKUSA MARU" Friday, 27th Aug.

TAKAO via SWATOW & AMOY.
"SOSU MARU" Thursday, 26th August.

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Tel. No. 744 and 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrive Hongkong from Australia	Leave Hongkong for Australia
CHANGSHA	21st Sept.	27th Sept.

This steamer is fitted with refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to **Butterfield & Swire.**
Telephone No. 36.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON	"KANSAS"	10th Sept.
LONDON	"SWAZI"	20th Sept.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

FOR NEW YORK.

S.S. "EGREMONT CASTLE"

Sailing on or about 12th September.

LLOYD TRIESTINO.

FOR SHANGHAI & JAPAN.

S.S. "HUNGARIA" Sailing on or about 2nd September.

BRINDISI, VENICE & TRIESTE.

TAKING CARGO ON THROUGH BILLING TO LEVANT, BLACK SEA & DANUBE PORTS

VIA SINGAPORE, PENANG & COLOMBO.

S.S. "INNSBRUCK" Sailing on or about 2nd September.

S.S. "HUNGARIA" Sailing on or about 31st October.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAVA, S.S. "BORNEO M." sailing on or about 16th Sept.

S.S. "SAMARANG M." sailing on or about 10th Oct.

For JAPAN, S.S. "SAMARANG M." sailing on or about 31st Aug.

S.S. "RIOJUN M." sailing on or about 14th Sept.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific, also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apoor Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
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SHANGHAI via Tientsin, Peking, Chongqing, etc.
Tientsin via Tientsin, Peking, Chongqing, etc.

HAIPHONG via Haiphong, Tientsin, Peking, Chongqing, etc.
Kobe via Kobe, Tientsin, Peking, Chongqing, etc.

STRAITS & Java via Amoy, Fuzhou, etc.
CALCUTTA LINE—This Line now affords regular sailings to

Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passengers accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to Nov between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

Through Bills of Lading issued to RANGOON, PORTSWETENHAM & MADRAS.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
HAIPHONG	Tientsin	21st Aug. at 11 a.m.
HAIPHONG	Ichang	21st Aug. at 11 a.m.
SHANGHAI & TSINGTAO	Chenan	22nd Aug. at 8 light.
H'HOW, P'HOI & H'PHONG	Kalong	22nd Aug. at 9 a.m.
SWATOW & SINGAPORE	Chengtu	22nd Aug. at noon.
SAIGON	Hangchow	23rd Aug. at 3 p.m.
AMOY, SHAI & PUKOW	Suyang	24th Aug. at noon.
SWATOW & BANGKOK	Kanchow	24th Aug. at 4 p.m.
MANILA, CEBU & ILOILO	Taming	25th Aug. at noon.
SHANGHAI	Sunning	26th Aug. at noon.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao, weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from H'kong via S'ow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36.

Hongkong Aug. 19, 1920.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
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Haiphong J. S. Thomson..... FRI. 20th Aug. at 2 p.m.
Haiphong W. C. Passmore..... TUES. 24th Aug. at 2 p.m.
Haiphong A. H. Stewart..... FRI. 27th Aug. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Laprak & Co.,

General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"HONGKONG"	via Suez	28th Aug.
"BIRMINGHAM CITY"	via Suez	10th Sept.
"CITY OF DUNKIRK"	via Suez	20th Sept.
"JAX"	via Suez	1st Oct.

* Calling also at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON

REISS & CO.

CANTON

SHIPPING

VESSELS ARRIVED.

The P. and O. KALYAN arrived yesterday from Kobe and Shanghai with 3,400 tons of flour for elsewhere.—Mooring A.1.

The French Mail's AMAZONE from Yokohama and Shanghai brought this morning 5,000 tons of general cargo for Hongkong and 2,000 tons for through ports.—Mooring A.3.

From Balikpapan the ARTEMIS, consigned to the Asiatic Petroleum Co., Ltd., brought this morning 4,740 barrels of oil.—Mooring West Point.

The N.Y.K.'s TANGO MARU arrived yesterday from Melbourne via Manila with 330 tons of direct and 897 tons of through cargo.—Mooring Kowloon Wharf.

Coal (1,900 tons) was delivered here by the M.B.E.'s HIRADO M. from Keelung this morning.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. DAKAR M. (Hamburg Line) left Rotterdam for this port via Suez on the 21st July and is expected here on the 5th Sept.

The s.s. KNIGHT OF THE GARTER (Blue Funnel Line) left Liverpool on 24th inst. for Hongkong and is due here on 1st September.

The N. Y. K. s.s. WAKASA M. (Liverpool Line) left Liverpool for this port via Suez on the 23rd July and is expected here on the 12th Sept.

The N. Y. K. s.s. TOTOMI M. (Hamburg Line) left Calcutta for this port via Rangoon and Singapore on the 5th August and is expected here on the 25th Aug.

The American & Manchurian Line s.s. KANSAS from New York is due to arrive on 25th August 1920.

The s.s. A J A X (Blue Funnel Line) left Liverpool on 31st July for Hongkong and is due here on 11th September.

The s.s. ANYO MARU arrived at Yokohama on the 8th instant and will leave on the 15th instant, being due at this port 27th inst.

The N. Y. K. s.s. KANAGAWA MARU (Liverpool Line) left Kobe for this port via Moji and Shanghai on the 10th August and is expected here on the 20th Aug.

The N. Y. K. s.s. SADO MARU (European Line) left London for this port via Suez on the 7th August and is expected here on the 16th Sept.

The N. Y. K. s.s. YETOROFU M. (Bombay Line) left Bombay for this port direct on the 13th August and is expected here on the 30th August.

The N. Y. K. s.s. NAGATO M. (Liverpool Line) left Singapore for this port on the 14th August and is expected here on the 20th August.

The s.s. SHINYO M. arrived at Yokohama

TO-DAY'S PICTURES.



VILLAGE SET AFIRE.

This picture shows Polish troops entering the village of Bowary, near Kieff, after driving out the Bolsheviks. The Reds fired the place as they left.



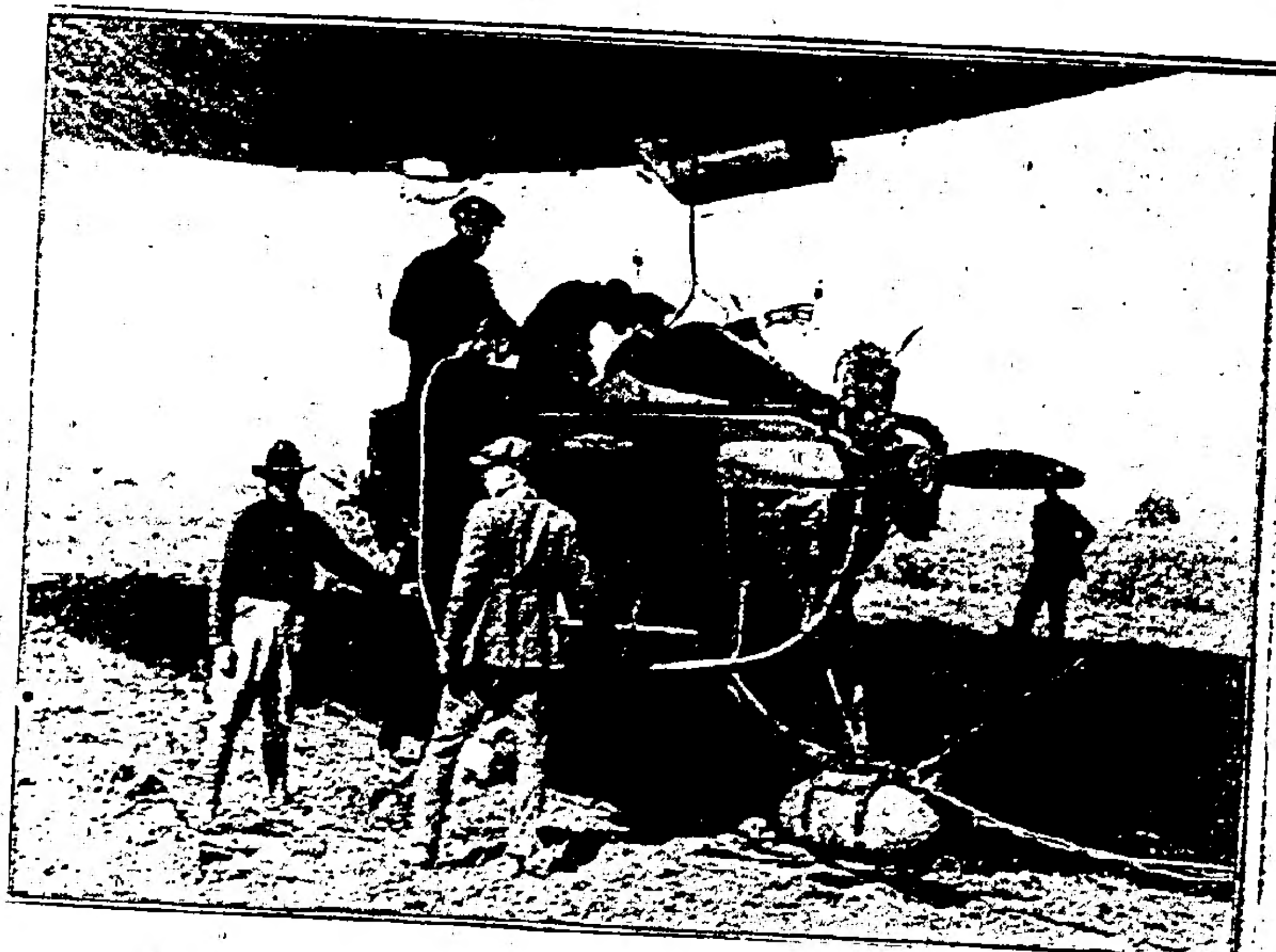
AFTER AN EARTHQUAKE.

This photograph shows damage recently done by an earthquake at Inglewood, California.



MURDERED PRESIDENT. —

One of the last photographs taken of President Carranza of Mexico, who was recently assassinated.



MIDGET DIRIGIBLE.

The smallest dirigible in the world, which recently made a successful maiden flight over Los Angeles. It is 95 ft. long, has a three cylinder motor capable of making from forty to sixty miles per hour, and carries fuel for an eight hour continuous flight. The under-carriage holds two passengers and pilot.



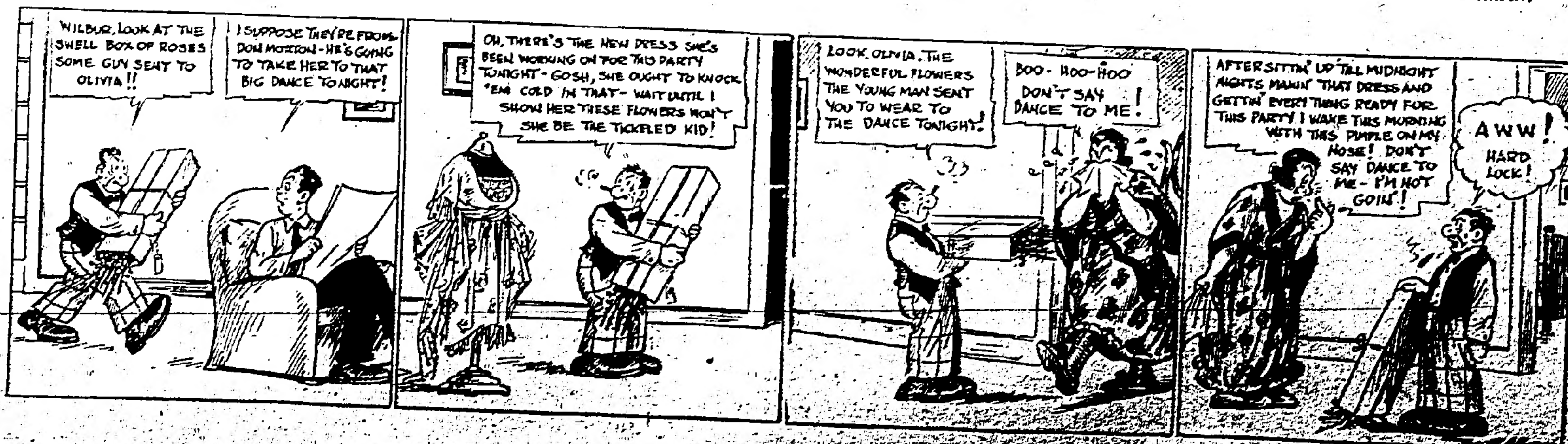
EGYPTIAN PRINCESS ARRESTED.

Princess Dallah Fattah Hassan el Kammel of Egypt, who is under arrest in New York charged with embezzling \$7,000 from a San Francisco engineer.

DOINGS OF THE DUFFS.

Talk About Hard Luck

BY ALLMAN.



NOTICES.

AMERICAN EXPRESS COMPANY.

Established America 1841 Europe 1891.
HEAD OFFICE:— NEW YORK CITY.
WORLD WIDE SERVICE.
Exclusive Offices maintained at all principal cities in America.
Foreign Offices.
ANTWERP BARCELONA BERLIN BORDEAUX BREMEN BRUSSELS BUENOS AIRES CHRISTIANIA COPENHAGEN GENOA
GLASGOW HAMBURG HAVRE KOBE LONDON LIVERPOOL LUCERNE MANILA MARSEILLES MONTREAL NAPLES
NICE PARIS PETROGRAD ROTTERDAM ROME SOUTHAMPTON SHANGHAI STOCKHOLM TORONTO VALPARISO YOKOHAMA

In Process of Organization.

ALEXANDRIA HAYANA RIO DE JANEIRO CAIRO MONTEVIDEO WARSAW
SHIPPING AND BANKING CORRESPONDENTS AT ALL PRINCIPAL CITIES AND PORTS OF THE COMMERCIAL WORLD.

OUR FACILITIES INCLUDE:—

Financial, Transportation and Travel Service.
Advice on Packing, Shipping Routes, Foreign Custom Requirements.
Credit Information, Market and Trade Reports.
Financing of Imports and Exports.
Issuance of Drafts, Money Orders, Travelers Cheques, and Letters of Credit.
Bills of Exchange negotiated and collected.
Mail and Cable Payments effected.
Commercial, Time and Savings Deposits received in local currency, Pounds Sterling, United States Dollars, Francs, Peso, Tael and Yen currencies.
YOUR ACCOUNT IS INVITED.
C. H. BENSON, MANAGER, Hongkong.

SHIPPING.

THE ADMIRAL LINE

Freight Service to Europe.

Regular Service to

ANTWERP & ROTTERDAM.

S.S. "EASTERLING"

ABOUT SEPTEMBER 15TH.

For freight space and particulars apply to:—

BARBER STEAMSHIP LINES INC.,

THE ADMIRAL LINE

AGENTS.

5th floor Hotel Mansions.

S.S. "ELKHORN" SAILS FOR

SINGAPORE

20th AUGUST.

For Freight and Particulars Apply to

STRUTHERS & DIXON, INC.

Telephone 3008.

Powell's Building.

ENGLISH LADIES ATTACKED BY HIPPO.

A cable to the African World from Victoria Falls states that while a motor launch containing a party of Rand tourists, including Lady Rose Skidmore, was on the river, a hippo charged the launch, which was soon water-logged. The party kept cool, and all got safely ashore after their exciting experience.

WATER RETURN.

Level and Storage of water in Reservoirs on Aug. 1, 1920.
CITY AND HILL DISTRICT WATER WORKS LEVEL.

1919	1920
Level with overflow	0.15 Above overflow
Level with overflow	0.15 Above overflow
Level with overflow	0.15 Above overflow
Level with overflow	0.15 Above overflow
Level with overflow	0.15 Above overflow
Level with overflow	0.15 Above overflow
Level with overflow	0.15 Above overflow
Level with overflow	0.15 Above overflow
Level with overflow	0.15 Above overflow
Level with overflow	0.15 Above overflow

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

1919	1920
City Reservoir	1,115.00
City Reservoir	1,115.00
City Reservoir	1,115.00
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Consumption of water in the City and Hill District in millions and a decimal of gallons during the month of July.

1919	1920
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BANKS.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office 15, Broad Street, London, E. C. 4.

Authorized Capital — £1,000,000
Subscribed Capital — £1,000,000
Paid Up Capital — £1,000,000
Reserve Fund — £1,000,000

BANKERS:
The Bank of England
The London Joint Stock Bank, Ltd.

BRANCHES:
Bombay, Calcutta, Colombo, Hongkong, Madras, Rangoon, Shanghai, Singapore, Suez, Tientsin, Yokohama.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts at 2 per cent per annum on Daily Balances, and 3 per cent per annum on Fixed Deposits.

Fixed Deposits accepted for periods of 3 months, 6 months, 9 months, and 12 months.

Exchange rates for all principal ports.

Telegraphic transfers for all principal ports.

Letters of credit for all principal ports.

Guarantees for all principal ports.

Advances on all principal ports.

Discounts on all principal ports.

Collection of all principal ports.

Payment of all principal ports.

Interest on all principal ports.

Dividends on all principal ports.

Interest on all principal ports.

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BANKS.

ASIA BANKING CORPORATION

AN AMERICAN BANK

Capital \$4,000,000. Surplus \$1,100,000.

Head Office, New York U.S.A.

BRANCHES

SHANGHAI PEKING TIENTSIN HANKOW MANILA CANTON CHANGSHA

All Descriptions of banking business transacted.

Interest allowed on Current, Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs.

American Bankers Association and Guaranty Trust Company of New York Travelers Cheques, sold by us, payable throughout the world.

D. M. BIGGAR, Hongkong Manager.

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital \$50,000,000.00
Paid up Capital 12,279,800.00
Reserve Funds 3,197,400.00

HEAD OFFICE: PEKING

HONGKONG BRANCH: 20/21 Connaught Road Central Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.

London Bankers—The National Provincial and Union Bank of England, Ltd.

New York Bankers—Irvine Trust Company.

Interest allowed on Current Accounts and Fixed Deposits.

Terms on application.

Every description of Banking Business transacted.

